

Appendix E

UC Santa Cruz LRDP EIR
May 2004 Counts

Traffic Data Service
 (408) 377-2988
 tdsbay@cs.com

File Name : 1AM
 Site Code : 00000001
 Start Date : 05/25/2004
 Page No : 1

Groups Printed- Unshifted

Start Time	BAY ST Westbound			LAGUNA ST Northbound			BAY ST Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	18	29	47	6	20	26	19	2	21	94
07:15 AM	25	52	77	4	36	40	34	0	34	151
07:30 AM	40	61	101	5	26	31	43	1	44	176
07:45 AM	35	47	82	6	26	32	53	3	56	170
Total	118	189	307	21	108	129	149	6	155	591
08:00 AM	29	50	79	5	26	31	58	3	61	171
08:15 AM	25	42	67	3	35	38	42	3	45	150
08:30 AM	25	59	84	5	15	20	33	2	35	139
08:45 AM	10	25	35	2	21	23	32	2	34	92
Total	89	176	265	15	97	112	165	10	175	552
Grand Total	207	365	572	36	205	241	314	16	330	1143
Apprch %	36.2	63.8		14.9	85.1		95.2	4.8		
Total %	18.1	31.9	50.0	3.1	17.9	21.1	27.5	1.4	28.9	

Start Time	BAY ST Westbound			LAGUNA ST Northbound			BAY ST Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1										
Intersection	07:15 AM									
Volume	129	210	339	20	114	134	188	7	195	668
Percent	38.1	61.9		14.9	85.1		96.4	3.6		
07:30 Volume	40	61	101	5	26	31	43	1	44	176
Peak Factor										0.949
High Int.	07:30 AM			07:15 AM			08:00 AM			
Volume	40	61	101	4	36	40	58	3	61	
Peak Factor			0.839			0.838			0.799	

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 1PM
Site Code : 00000001
Start Date : 05/25/2004
Page No : 1

Groups Printed- Unshifted

Start Time	BAY ST Westbound			LAGUNA ST Northbound			BAY ST Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	36	57	93	2	29	31	61	4	65	189
04:15 PM	20	60	80	7	32	39	54	5	59	178
04:30 PM	35	51	86	3	51	54	48	1	49	189
04:45 PM	39	61	100	2	38	40	61	4	65	205
Total	130	229	359	14	150	164	224	14	238	761
05:00 PM	30	56	86	3	42	45	55	8	63	194
05:15 PM	36	74	110	5	30	35	78	3	81	226
05:30 PM	31	75	106	5	34	39	67	2	69	214
05:45 PM	21	59	80	5	24	29	70	5	75	184
Total	118	264	382	18	130	148	270	18	288	818
Grand Total	248	493	741	32	280	312	494	32	526	1579
Apprch %	33.5	66.5		10.3	89.7		93.9	6.1		
Total %	15.7	31.2	46.9	2.0	17.7	19.8	31.3	2.0	33.3	

Start Time	BAY ST Westbound			LAGUNA ST Northbound			BAY ST Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1										
Intersection	04:45 PM									
Volume	136	266	402	15	144	159	261	17	278	839
Percent	33.8	66.2		9.4	90.6		93.9	6.1		
05:15 Volume	36	74	110	5	30	35	78	3	81	226
Peak Factor										0.928
High Int.	05:15 PM			05:00 PM			05:15 PM			
Volume	36	74	110	3	42	45	78	3	81	
Peak Factor	0.914						0.883			0.858

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 2AMFINAL
Site Code : 00000002
Start Date : 05/25/2004
Page No : 1

Groups Printed- Unshifted

Start Time	PACIFIC AVE Southbound				WHARF Northbound				BEACH ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	10	1	36	47	0	0	0	0	69	25	7	101	148
07:15 AM	6	1	51	58	1	3	0	4	92	26	7	125	187
07:30 AM	5	2	30	37	2	4	0	6	93	32	7	132	175
07:45 AM	15	8	49	72	3	1	0	4	105	34	5	144	220
Total	36	12	166	214	6	8	0	14	359	117	26	502	730
08:00 AM	4	7	48	59	1	4	0	5	100	37	6	143	207
08:15 AM	6	12	35	53	0	2	3	5	108	37	9	154	212
08:30 AM	13	10	34	57	0	6	1	7	77	22	4	103	167
08:45 AM	11	15	44	70	0	4	0	4	74	25	6	105	179
Total	34	44	161	239	1	16	4	21	359	121	25	505	765
Grand Total	70	56	327	453	7	24	4	35	718	238	51	1007	1495
Apprch %	15.5	12.4	72.2		20.0	68.6	11.4		71.3	23.6	5.1		
Total %	4.7	3.7	21.9	30.3	0.5	1.6	0.3	2.3	48.0	15.9	3.4	67.4	

Start Time	PACIFIC AVE Southbound				WHARF Northbound				BEACH ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:30 AM												
Volume	30	29	162	221	6	11	3	20	406	140	27	573	814
Percent	13.6	13.1	73.3		30.0	55.0	15.0		70.9	24.4	4.7		
07:45 Volume	15	8	49	72	3	1	0	4	105	34	5	144	220
Peak Factor													0.925
High Int.	07:45 AM				07:30 AM				08:15 AM				
Volume	15	8	49	72	2	4	0	6	108	37	9	154	
Peak Factor	0.767								0.833				0.930

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 2PMFINAL
Site Code : 00000002
Start Date : 05/25/2004
Page No : 1

Groups Printed- Unshifted

Start Time	PACIFIC AVE Southbound				WHARF Northbound				BEACH ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	15	25	48	88	7	11	7	25	92	52	9	153	266
04:15 PM	17	12	49	78	6	15	12	33	111	62	1	174	285
04:30 PM	21	16	60	97	7	7	6	20	89	57	10	156	273
04:45 PM	13	22	49	84	2	7	0	9	97	71	12	180	273
Total	66	75	206	347	22	40	25	87	389	242	32	663	1097
05:00 PM	15	17	45	77	3	13	6	22	95	56	8	159	258
05:15 PM	11	16	53	80	7	4	3	14	104	77	5	186	280
05:30 PM	26	20	55	101	4	11	3	18	107	55	17	179	298
05:45 PM	16	26	40	82	6	19	5	30	109	56	13	178	290
Total	68	79	193	340	20	47	17	84	415	244	43	702	1126
Grand Total	134	154	399	687	42	87	42	171	804	486	75	1365	2223
Apprch %	19.5	22.4	58.1		24.6	50.9	24.6		58.9	35.6	5.5		
Total %	6.0	6.9	17.9	30.9	1.9	3.9	1.9	7.7	36.2	21.9	3.4	61.4	

Start Time	PACIFIC AVE Southbound				WHARF Northbound				BEACH ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	05:00 PM												
Volume	68	79	193	340	20	47	17	84	415	244	43	702	1126
Percent	20.0	23.2	56.8		23.8	56.0	20.2		59.1	34.8	6.1		
05:30 Volume	26	20	55	101	4	11	3	18	107	55	17	179	298
Peak Factor													0.945
High Int.	05:30 PM				05:45 PM				05:15 PM				
Volume	26	20	55	101	6	19	5	30	104	77	5	186	
Peak Factor	0.842								0.700				0.944

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 3AMFINAL
Site Code : 00000003
Start Date : 05/20/2004
Page No : 1

Groups Printed- Unshifted

Start Time	CHESTNUT ST Southbound				LAUREL ST Westbound				CHESTNUT ST Northbound				LAUREL ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	24	2	2	28	2	51	18	71	3	4	3	10	7	48	2	57	166
07:15 AM	21	3	4	28	4	74	17	95	2	11	6	19	12	42	1	55	197
07:30 AM	16	1	8	25	4	97	28	129	7	13	4	24	15	73	0	88	266
07:45 AM	57	6	15	78	5	104	29	138	8	40	9	57	25	99	0	124	397
Total	118	12	29	159	15	326	92	433	20	68	22	110	59	262	3	324	1026
08:00 AM	33	5	12	50	5	113	20	138	10	9	10	29	29	97	7	133	350
08:15 AM	26	6	12	44	5	78	23	106	7	13	3	23	22	96	6	124	297
08:30 AM	32	9	6	47	5	100	23	128	0	10	11	21	22	94	3	119	315
08:45 AM	33	4	13	50	5	88	18	111	3	8	7	18	15	104	0	119	298
Total	124	24	43	191	20	379	84	483	20	40	31	91	88	391	16	495	1260
Grand Total	242	36	72	350	35	705	176	916	40	108	53	201	147	653	19	819	2286
Apprch %	69.1	10.3	20.6		3.8	77.0	19.2		19.9	53.7	26.4		17.9	79.7	2.3		
Total %	10.6	1.6	3.1	15.3	1.5	30.8	7.7	40.1	1.7	4.7	2.3	8.8	6.4	28.6	0.8	35.8	

Start Time	CHESTNUT ST Southbound				LAUREL ST Westbound				CHESTNUT ST Northbound				LAUREL ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	148	26	45	219	20	395	95	510	25	72	33	130	98	386	16	500	1359
Percent	67.6	11.9	20.5		3.9	77.5	18.6		19.2	55.4	25.4		19.6	77.2	3.2		
07:45	57	6	15	78	5	104	29	138	8	40	9	57	25	99	0	124	397
Peak Factor																	0.856
High Int.	07:45 AM				07:45 AM				07:45 AM				08:00 AM				
Volume	57	6	15	78	5	104	29	138	8	40	9	57	29	97	7	133	
Peak Factor	0.702				0.924				0.570				0.940				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 3PMFINAL
Site Code : 00000003
Start Date : 05/20/2004
Page No : 1

Groups Printed- Unshifted

Start Time	CHESTNUT ST Southbound				LAUREL ST Westbound				CHESTNUT ST Northbound				LAUREL ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	42	9	14	65	2	119	14	135	2	12	9	23	4	138	7	149	372
04:15 PM	41	16	14	71	3	103	14	120	3	4	14	21	18	155	1	174	386
04:30 PM	38	12	17	67	5	118	24	147	3	4	10	17	15	162	5	182	413
04:45 PM	32	14	7	53	13	120	22	155	6	11	9	26	10	149	7	166	400
Total	153	51	52	256	23	460	74	557	14	31	42	87	47	604	20	671	1571
05:00 PM	42	11	14	67	7	126	22	155	2	4	18	24	13	144	8	165	411
05:15 PM	38	9	9	56	6	123	25	154	7	5	7	19	18	152	4	174	403
05:30 PM	37	8	18	63	13	156	28	197	9	4	15	28	10	153	6	169	457
05:45 PM	34	8	13	55	9	139	16	164	12	7	14	33	16	152	2	170	422
Total	151	36	54	241	35	544	91	670	30	20	54	104	57	601	20	678	1693
Grand Total	304	87	106	497	58	1004	165	1227	44	51	96	191	104	1205	40	1349	3264
Apprch %	61.2	17.5	21.3		4.7	81.8	13.4		23.0	26.7	50.3		7.7	89.3	3.0		
Total %	9.3	2.7	3.2	15.2	1.8	30.8	5.1	37.6	1.3	1.6	2.9	5.9	3.2	36.9	1.2	41.3	

Start Time	CHESTNUT ST Southbound				LAUREL ST Westbound				CHESTNUT ST Northbound				LAUREL ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	151	36	54	241	35	544	91	670	30	20	54	104	57	601	20	678	1693
Percent	62.7	14.9	22.4		5.2	81.2	13.6		28.8	19.2	51.9		8.4	88.6	2.9		
05:30																	
Volume	37	8	18	63	13	156	28	197	9	4	15	28	10	153	6	169	457
Peak Factor																	0.926
High Int.	05:00 PM				05:30 PM				05:45 PM				05:15 PM				
Volume	42	11	14	67	13	156	28	197	12	7	14	33	18	152	4	174	
Peak Factor	0.899								0.850				0.788				0.974

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 4AM
Site Code : 00000004
Start Date : 05/19/2004
Page No : 1

Groups Printed- Unshifted

Start Time	CHESTNUT ST Southbound			LINCOLN ST Westbound			CHESTNUT ST Northbound			LINCOLN ST Eastbound				Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0		
07:00 AM	7	21	28	0	9	9	37	1	38	1	7	1	9	84
07:15 AM	4	24	28	0	6	6	55	2	57	2	5	5	12	103
07:30 AM	6	37	43	1	10	11	80	1	81	8	10	21	39	174
07:45 AM	7	50	57	0	8	8	91	10	101	4	25	31	60	226
Total	24	132	156	1	33	34	263	14	277	15	47	58	120	587
08:00 AM	9	32	41	2	12	14	55	2	57	3	19	5	27	139
08:15 AM	8	41	49	1	13	14	58	1	59	6	18	8	32	154
08:30 AM	5	40	45	2	8	10	59	0	59	2	12	11	25	139
08:45 AM	12	34	46	1	8	9	49	2	51	3	18	5	26	132
Total	34	147	181	6	41	47	221	5	226	14	67	29	110	564
Grand Total	58	279	337	7	74	81	484	19	503	29	114	87	230	1151
Apprch %	17.2	82.8		8.6	91.4		96.2	3.8		12.6	49.6	37.8		
Total %	5.0	24.2	29.3	0.6	6.4	7.0	42.1	1.7	43.7	2.5	9.9	7.6	20.0	

Start Time	CHESTNUT ST Southbound			LINCOLN ST Westbound			CHESTNUT ST Northbound			LINCOLN ST Eastbound				Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1														
Intersection 07:30 AM														
Volume	30	160	190	4	43	47	284	14	298	21	72	65	158	693
Percent	15.8	84.2		8.5	91.5		95.3	4.7		13.3	45.6	41.1		
07:45 Volume	7	50	57	0	8	8	91	10	101	4	25	31	60	226
Peak Factor	0.767													
High Int.	07:45 AM			08:00 AM			07:45 AM			07:45 AM				
Volume	7	50	57	2	12	14	91	10	101	4	25	31	60	
Peak Factor	0.833			0.839			0.738			0.658				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 4PM
Site Code : 00000004
Start Date : 05/19/2004
Page No : 1

Groups Printed- Unshifted

Start Time	CHESTNUT ST Southbound			LINCOLN ST Westbound			CHESTNUT ST Northbound			LINCOLN ST Eastbound				Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0		
04:00 PM	10	27	37	4	18	22	13	5	18	1	21	5	27	104
04:15 PM	12	30	42	11	23	34	29	14	43	1	16	9	26	145
04:30 PM	16	49	65	5	15	20	39	10	49	0	19	3	22	156
04:45 PM	7	67	74	5	14	19	34	6	40	2	17	5	24	157
Total	45	173	218	25	70	95	115	35	150	4	73	22	99	562
05:00 PM	10	63	73	5	25	30	47	10	57	0	21	8	29	189
05:15 PM	17	55	72	3	20	23	45	16	61	2	32	5	39	195
05:30 PM	15	63	78	2	11	13	40	9	49	3	22	7	32	172
05:45 PM	11	49	60	5	18	23	49	10	59	4	19	15	38	180
Total	53	230	283	15	74	89	181	45	226	9	94	35	138	736
Grand Total	98	403	501	40	144	184	296	80	376	13	167	57	237	1298
Apprch %	19.6	80.4		21.7	78.3		78.7	21.3		5.5	70.5	24.1		
Total %	7.6	31.0	38.6	3.1	11.1	14.2	22.8	6.2	29.0	1.0	12.9	4.4	18.3	

Start Time	CHESTNUT ST Southbound			LINCOLN ST Westbound			CHESTNUT ST Northbound			LINCOLN ST Eastbound				Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1														
Intersection	05:00 PM													
Volume	53	230	283	15	74	89	181	45	226	9	94	35	138	736
Percent	18.7	81.3		16.9	83.1		80.1	19.9		6.5	68.1	25.4		
05:15 Volume	17	55	72	3	20	23	45	16	61	2	32	5	39	195
Peak Factor	0.944													
High Int.	05:30 PM			05:00 PM			05:15 PM			05:15 PM				
Volume	15	63	78	5	25	30	45	16	61	2	32	5	39	
Peak Factor	0.907			0.742			0.926			0.885				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 5AM
Site Code : 00000005
Start Date : 05/18/2004
Page No : 1

Groups Printed- Unshifted

Start Time	HIGHLAND AVE Southbound			HIGH ST Westbound				HIGHLAND AVE Northbound				Int. Total
	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	5	0	5	2	0	0	2	84	3	0	87	94
07:15 AM	11	0	11	0	1	0	1	101	1	1	103	115
07:30 AM	15	0	15	3	1	0	4	136	10	0	146	165
07:45 AM	12	0	12	3	0	0	3	140	13	2	155	170
Total	43	0	43	8	2	0	10	461	27	3	491	544
08:00 AM	23	1	24	0	4	1	5	159	10	0	169	198
08:15 AM	22	0	22	2	0	0	2	179	14	0	193	217
08:30 AM	11	0	11	3	0	0	3	116	5	2	123	137
08:45 AM	4	0	4	1	1	0	2	136	12	0	148	154
Total	60	1	61	6	5	1	12	590	41	2	633	706
Grand Total	103	1	104	14	7	1	22	1051	68	5	1124	1250
Apprch %	99.0	1.0		63.6	31.8	4.5		93.5	6.0	0.4		
Total %	8.2	0.1	8.3	1.1	0.6	0.1	1.8	84.1	5.4	0.4	89.9	

Start Time	HIGHLAND AVE Southbound			HIGH ST Westbound				HIGHLAND AVE Northbound				Int. Total
	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1												
Intersection	07:30 AM											
Volume	72	1	73	8	5	1	14	614	47	2	663	750
Percent	98.6	1.4		57.1	35.7	7.1		92.6	7.1	0.3		
08:15 Volume	22	0	22	2	0	0	2	179	14	0	193	217
Peak Factor												0.864
High Int.	08:00 AM			08:00 AM				08:15 AM				
Volume	23	1	24	0	4	1	5	179	14	0	193	
Peak Factor			0.760				0.700				0.859	

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 5PM
Site Code : 00000005
Start Date : 05/18/2004
Page No : 1

Groups Printed- Unshifted

Start Time	HIGHLAND AVE Southbound			HIGH ST Westbound				HIGHLAND AVE Northbound				Int. Total
	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	11	1	12	5	0	0	5	112	13	2	127	144
04:15 PM	16	1	17	0	1	0	1	120	10	2	132	150
04:30 PM	4	1	5	0	0	0	0	118	15	1	134	139
04:45 PM	18	0	18	1	0	0	1	202	6	4	212	231
Total	49	3	52	6	1	0	7	552	44	9	605	664
05:00 PM	17	1	18	1	1	1	3	136	19	6	161	182
05:15 PM	12	0	12	3	0	0	3	123	14	0	137	152
05:30 PM	7	1	8	0	2	0	2	124	21	1	146	156
05:45 PM	16	1	17	0	0	0	0	236	20	3	259	276
Total	52	3	55	4	3	1	8	619	74	10	703	766
Grand Total	101	6	107	10	4	1	15	1171	118	19	1308	1430
Apprch %	94.4	5.6		66.7	26.7	6.7		89.5	9.0	1.5		
Total %	7.1	0.4	7.5	0.7	0.3	0.1	1.0	81.9	8.3	1.3	91.5	

Start Time	HIGHLAND AVE Southbound			HIGH ST Westbound				HIGHLAND AVE Northbound				Int. Total
	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1												
Intersection	05:00 PM											
Volume	52	3	55	4	3	1	8	619	74	10	703	766
Percent	94.5	5.5		50.0	37.5	12.5		88.1	10.5	1.4		
05:45 Volume	16	1	17	0	0	0	0	236	20	3	259	276
Peak Factor												0.694
High Int.	05:00 PM			05:00 PM				05:45 PM				
Volume	17	1	18	1	1	1	3	236	20	3	259	
Peak Factor	0.764							0.667				0.679

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 6AMFINAL
Site Code : 00000006
Start Date : 05/20/2004
Page No : 1

Groups Printed- Unshifted

Start Time	RIVER ST Southbound				WATER ST Westbound				RIVER ST Northbound				WATER ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	3	1	1	5	18	67	18	103	2	22	20	44	5	27	2	34	186
07:15 AM	9	8	0	17	28	72	29	129	7	21	30	58	2	41	6	49	253
07:30 AM	16	10	3	29	31	123	29	183	5	27	32	64	2	51	9	62	338
07:45 AM	21	18	4	43	42	159	45	246	9	42	38	89	3	68	6	77	455
Total	49	37	8	94	119	421	121	661	23	112	120	255	12	187	23	222	1232
08:00 AM	24	25	2	51	49	166	36	251	16	47	33	96	3	120	12	135	533
08:15 AM	11	27	1	39	39	119	39	197	6	40	31	77	6	81	7	94	407
08:30 AM	16	16	4	36	47	102	35	184	16	37	38	91	8	75	9	92	403
08:45 AM	17	33	3	53	43	134	48	225	15	58	42	115	5	87	15	107	500
Total	68	101	10	179	178	521	158	857	53	182	144	379	22	363	43	428	1843
Grand Total	117	138	18	273	297	942	279	1518	76	294	264	634	34	550	66	650	3075
Apprch %	42.9	50.5	6.6		19.6	62.1	18.4		12.0	46.4	41.6		5.2	84.6	10.2		
Total %	3.8	4.5	0.6	8.9	9.7	30.6	9.1	49.4	2.5	9.6	8.6	20.6	1.1	17.9	2.1	21.1	

Start Time	RIVER ST Southbound				WATER ST Westbound				RIVER ST Northbound				WATER ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	68	101	10	179	178	521	158	857	53	182	144	379	22	363	43	428	1843
Percent	38.0	56.4	5.6		20.8	60.8	18.4		14.0	48.0	38.0		5.1	84.8	10.0		
08:00	24	25	2	51	49	166	36	251	16	47	33	96	3	120	12	135	533
Volume																	
Peak Factor																	0.864
High Int.	08:45 AM				08:00 AM				08:45 AM				08:00 AM				
Volume	17	33	3	53	49	166	36	251	15	58	42	115	3	120	12	135	
Peak Factor	0.844								0.854				0.824				0.793

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 6PMFINAL
Site Code : 00000006
Start Date : 05/20/2004
Page No : 1

Groups Printed- Unshifted

Start Time	RIVER ST Southbound				WATER ST Westbound				RIVER ST Northbound				WATER ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	37	51	5	93	66	155	54	275	27	77	88	192	19	137	23	179	739
04:15 PM	38	67	8	113	68	139	36	243	32	72	73	177	11	140	14	165	698
04:30 PM	36	54	10	100	82	168	72	322	18	70	72	160	12	135	10	157	739
04:45 PM	42	53	6	101	61	141	35	237	32	66	85	183	11	116	21	148	669
Total	153	225	29	407	277	603	197	1077	109	285	318	712	53	528	68	649	2845
05:00 PM	62	82	7	151	59	157	58	274	36	89	91	216	8	145	20	173	814
05:15 PM	33	56	2	91	62	160	45	267	26	69	78	173	12	128	12	152	683
05:30 PM	46	36	7	89	63	200	43	306	36	61	76	173	14	96	21	131	699
05:45 PM	41	30	6	77	58	152	31	241	16	62	69	147	12	136	9	157	622
Total	182	204	22	408	242	669	177	1088	114	281	314	709	46	505	62	613	2818
Grand Total	335	429	51	815	519	1272	374	2165	223	566	632	1421	99	1033	130	1262	5663
Apprch %	41.1	52.6	6.3		24.0	58.8	17.3		15.7	39.8	44.5		7.8	81.9	10.3		
Total %	5.9	7.6	0.9	14.4	9.2	22.5	6.6	38.2	3.9	10.0	11.2	25.1	1.7	18.2	2.3	22.3	

Start Time	RIVER ST Southbound				WATER ST Westbound				RIVER ST Northbound				WATER ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	178	256	31	465	270	605	201	1076	118	297	321	736	42	536	65	643	2920
Percent	38.3	55.1	6.7		25.1	56.2	18.7		16.0	40.4	43.6		6.5	83.4	10.1		
05:00																	
Volume	62	82	7	151	59	157	58	274	36	89	91	216	8	145	20	173	814
Peak Factor																	0.897
High Int.	05:00 PM				04:30 PM				05:00 PM				05:00 PM				
Volume	62	82	7	151	82	168	72	322	36	89	91	216	8	145	20	173	
Peak Factor	0.770								0.835				0.852				0.929

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 7AMFINAL
Site Code : 00000007
Start Date : 05/19/2004
Page No : 1

Groups Printed- 1 - Unshifted

Start Time	N PACIFIC AVE Southbound				WATER ST Westbound				MISSION ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	13	7	21	21	47	1	69	10	30	13	53	143
07:15 AM	0	19	31	50	13	50	2	65	13	54	24	91	206
07:30 AM	1	30	28	59	24	106	1	131	20	66	22	108	298
07:45 AM	1	21	36	58	26	137	1	164	37	103	29	169	391
Total	3	83	102	188	84	340	5	429	80	253	88	421	1038
08:00 AM	2	17	40	59	18	152	1	171	28	112	31	171	401
08:15 AM	4	22	35	61	28	107	1	136	35	99	22	156	353
08:30 AM	0	25	32	57	32	92	0	124	30	84	16	130	311
08:45 AM	1	38	38	77	17	135	0	152	39	77	23	139	368
Total	7	102	145	254	95	486	2	583	132	372	92	596	1433
Grand Total	10	185	247	442	179	826	7	1012	212	625	180	1017	2471
Apprch %	2.3	41.9	55.9		17.7	81.6	0.7		20.8	61.5	17.7		
Total %	0.4	7.5	10.0	17.9	7.2	33.4	0.3	41.0	8.6	25.3	7.3	41.2	

Start Time	N PACIFIC AVE Southbound				WATER ST Westbound				MISSION ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:45 AM												
Volume	7	85	143	235	104	488	3	595	130	398	98	626	1456
Percent	3.0	36.2	60.9		17.5	82.0	0.5		20.8	63.6	15.7		
08:00 Volume	2	17	40	59	18	152	1	171	28	112	31	171	401
Peak Factor	0.908												
High Int.	08:15 AM												
Volume	4	22	35	61	18	152	1	171	28	112	31	171	
Peak Factor	0.963												
								0.870					0.915

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 7PMFINAL
Site Code : 00000007
Start Date : 05/19/2004
Page No : 1

Groups Printed- 1 - Unshifted

Start Time	N PACIFIC AVE Southbound				WATER ST Westbound				MISSION ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	5	30	32	67	45	141	0	186	34	141	43	218	471
04:15 PM	1	43	62	106	47	147	0	194	40	135	44	219	519
04:30 PM	7	59	50	116	39	119	1	159	63	141	34	238	513
04:45 PM	5	42	52	99	53	165	0	218	40	198	43	281	598
Total	18	174	196	388	184	572	1	757	177	615	164	956	2101
05:00 PM	1	32	49	82	48	165	1	214	37	138	38	213	509
05:15 PM	4	37	48	89	38	163	0	201	45	130	27	202	492
05:30 PM	3	44	39	86	47	153	0	200	48	102	35	185	471
05:45 PM	2	31	33	66	31	141	1	173	35	109	25	169	408
Total	10	144	169	323	164	622	2	788	165	479	125	769	1880
Grand Total	28	318	365	711	348	1194	3	1545	342	1094	289	1725	3981
Apprch %	3.9	44.7	51.3		22.5	77.3	0.2		19.8	63.4	16.8		
Total %	0.7	8.0	9.2	17.9	8.7	30.0	0.1	38.8	8.6	27.5	7.3	43.3	

Start Time	N PACIFIC AVE Southbound				WATER ST Westbound				MISSION ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	04:15 PM												
Volume	14	176	213	403	187	596	2	785	180	612	159	951	2139
Percent	3.5	43.7	52.9		23.8	75.9	0.3		18.9	64.4	16.7		
04:45 Volume	5	42	52	99	53	165	0	218	40	198	43	281	598
Peak Factor	0.894												
High Int.	04:30 PM												
Volume	7	59	50	116	53	165	0	218	40	198	43	281	
Peak Factor	0.869				0.900				0.846				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 8AMFINAL
Site Code : 00000008
Start Date : 05/18/2004
Page No : 1

Groups Printed- Unshifted

Start Time	WATER ST Westbound			CENTER ST Northbound			WATER ST Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	26	30	56	3	13	16	49	6	55	127
07:15 AM	37	47	84	5	23	28	42	4	46	158
07:30 AM	51	87	138	9	39	48	58	8	66	252
07:45 AM	84	117	201	13	42	55	106	13	119	375
Total	198	281	479	30	117	147	255	31	286	912
08:00 AM	88	110	198	22	62	84	82	17	99	381
08:15 AM	71	65	136	13	53	66	113	10	123	325
08:30 AM	67	73	140	7	51	58	74	4	78	276
08:45 AM	48	63	111	19	47	66	81	11	92	269
Total	274	311	585	61	213	274	350	42	392	1251
Grand Total	472	592	1064	91	330	421	605	73	678	2163
Apprch %	44.4	55.6		21.6	78.4		89.2	10.8		
Total %	21.8	27.4	49.2	4.2	15.3	19.5	28.0	3.4	31.3	

Start Time	WATER ST Westbound			CENTER ST Northbound			WATER ST Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1										
Intersection	07:45 AM									
Volume	310	365	675	55	208	263	375	44	419	1357
Percent	45.9	54.1		20.9	79.1		89.5	10.5		
08:00 Volume	88	110	198	22	62	84	82	17	99	381
Peak Factor										0.890
High Int.	07:45 AM			08:00 AM			08:15 AM			
Volume	84	117	201	22	62	84	113	10	123	
Peak Factor	0.840						0.783			0.852

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 8PMFINAL
Site Code : 00000008
Start Date : 05/18/2004
Page No : 1

Groups Printed- Unshifted

Start Time	WATER ST Westbound			CENTER ST Northbound			WATER ST Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	75	100	175	13	109	122	139	14	153	450
04:15 PM	69	94	163	17	130	147	128	5	133	443
04:30 PM	66	104	170	11	131	142	127	9	136	448
04:45 PM	76	103	179	21	107	128	125	6	131	438
Total	286	401	687	62	477	539	519	34	553	1779
05:00 PM	72	108	180	35	152	187	107	7	114	481
05:15 PM	89	106	195	21	111	132	124	7	131	458
05:30 PM	64	106	170	14	84	98	140	22	162	430
05:45 PM	97	113	210	18	104	122	85	10	95	427
Total	322	433	755	88	451	539	456	46	502	1796
Grand Total	608	834	1442	150	928	1078	975	80	1055	3575
Apprch %	42.2	57.8		13.9	86.1		92.4	7.6		
Total %	17.0	23.3	40.3	4.2	26.0	30.2	27.3	2.2	29.5	

Start Time	WATER ST Westbound			CENTER ST Northbound			WATER ST Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1										
Intersection	04:30 PM									
Volume	303	421	724	88	501	589	483	29	512	1825
Percent	41.9	58.1		14.9	85.1		94.3	5.7		
05:00 Volume	72	108	180	35	152	187	107	7	114	481
Peak Factor										0.949
High Int.	05:15 PM			05:00 PM			04:30 PM			
Volume	89	106	195	35	152	187	127	9	136	
Peak Factor			0.928			0.787			0.941	

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 9AMFINAL
Site Code : 00000009
Start Date : 05/18/2004
Page No : 1

Groups Printed- Unshifted

Start Time	FRONT ST Southbound				SOQUEL AVE Westbound				FRONT ST Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	13	25	6	44	22	9	3	34	3	23	6	32	6	8	4	18	128
07:15 AM	14	31	3	48	36	17	6	59	1	35	8	44	6	6	2	14	165
07:30 AM	11	30	6	47	45	12	15	72	2	45	15	62	2	11	2	15	196
07:45 AM	4	25	4	33	50	24	8	82	4	60	12	76	5	19	3	27	218
Total	42	111	19	172	153	62	32	247	10	163	41	214	19	44	11	74	707
08:00 AM	14	34	13	61	52	26	8	86	2	47	23	72	5	14	2	21	240
08:15 AM	10	43	6	59	63	20	11	94	2	42	16	60	5	12	0	17	230
08:30 AM	7	31	7	45	47	23	9	79	4	41	13	58	4	19	3	26	208
08:45 AM	5	39	3	47	43	18	20	81	1	51	12	64	6	13	1	20	212
Total	36	147	29	212	205	87	48	340	9	181	64	254	20	58	6	84	890
Grand Total	78	258	48	384	358	149	80	587	19	344	105	468	39	102	17	158	1597
Apprch %	20.3	67.2	12.5		61.0	25.4	13.6		4.1	73.5	22.4		24.7	64.6	10.8		
Total %	4.9	16.2	3.0	24.0	22.4	9.3	5.0	36.8	1.2	21.5	6.6	29.3	2.4	6.4	1.1	9.9	

Start Time	FRONT ST Southbound				SOQUEL AVE Westbound				FRONT ST Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	35	133	30	198	212	93	36	341	12	190	64	266	19	64	8	91	896
Percent	17.7	67.2	15.2		62.2	27.3	10.6		4.5	71.4	24.1		20.9	70.3	8.8		
08:00	14	34	13	61	52	26	8	86	2	47	23	72	5	14	2	21	240
Peak Factor																	0.933
High Int.	08:00 AM				08:15 AM				07:45 AM				07:45 AM				
Volume	14	34	13	61	63	20	11	94	4	60	12	76	5	19	3	27	
Peak Factor	0.811								0.907				0.875				0.843

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 9PMFINAL
Site Code : 00000009
Start Date : 05/18/2004
Page No : 1

Groups Printed- Unshifted

Start Time	FRONT ST Southbound				SOQUEL AVE Westbound				FRONT ST Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	17	86	10	113	51	34	10	95	4	46	46	96	10	32	6	48	352
04:15 PM	22	90	10	122	67	25	9	101	0	73	38	111	12	28	5	45	379
04:30 PM	19	65	9	93	66	20	13	99	5	82	39	126	15	36	6	57	375
04:45 PM	20	84	15	119	87	36	13	136	2	68	33	103	12	28	4	44	402
Total	78	325	44	447	271	115	45	431	11	269	156	436	49	124	21	194	1508
05:00 PM	23	89	11	123	102	27	11	140	3	59	20	82	13	35	6	54	399
05:15 PM	29	68	15	112	87	30	8	125	2	62	33	97	8	28	4	40	374
05:30 PM	23	92	12	127	77	22	6	105	2	61	37	100	14	32	6	52	384
05:45 PM	11	68	13	92	81	32	12	125	2	52	39	93	10	25	2	37	347
Total	86	317	51	454	347	111	37	495	9	234	129	372	45	120	18	183	1504
Grand Total	164	642	95	901	618	226	82	926	20	503	285	808	94	244	39	377	3012
Apprch %	18.2	71.3	10.5		66.7	24.4	8.9		2.5	62.3	35.3		24.9	64.7	10.3		
Total %	5.4	21.3	3.2	29.9	20.5	7.5	2.7	30.7	0.7	16.7	9.5	26.8	3.1	8.1	1.3	12.5	

Start Time	FRONT ST Southbound				SOQUEL AVE Westbound				FRONT ST Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	95	333	53	481	353	115	38	506	9	250	123	382	47	123	20	190	1559
Percent	19.8	69.2	11.0		69.8	22.7	7.5		2.4	65.4	32.2		24.7	64.7	10.5		
04:45																	
Volume	20	84	15	119	87	36	13	136	2	68	33	103	12	28	4	44	402
Peak Factor																	0.970
High Int.	05:30 PM				05:00 PM				04:45 PM				05:00 PM				
Volume	23	92	12	127	102	27	11	140	2	68	33	103	13	35	6	54	
Peak Factor	0.947								0.904				0.927				0.880

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 10AMFINAL
Site Code : 00000010
Start Date : 05/19/2004
Page No : 1

Groups Printed- Unshifted

Start Time	FRONT ST Southbound				LAUREL ST Westbound				FRONT ST Northbound				LAUREL ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	11	3	16	14	73	7	94	1	10	20	31	8	41	1	50	191
07:15 AM	6	19	9	34	19	98	12	129	0	16	21	37	9	46	3	58	258
07:30 AM	6	15	11	32	9	118	16	143	0	19	37	56	6	65	0	71	302
07:45 AM	7	24	18	49	42	160	25	227	0	38	44	82	18	117	3	138	496
Total	21	69	41	131	84	449	60	593	1	83	122	206	41	269	7	317	1247
08:00 AM	6	25	21	52	39	130	28	197	1	26	45	72	12	104	1	117	438
08:15 AM	7	34	19	60	58	147	20	225	2	33	51	86	15	89	2	106	477
08:30 AM	10	29	21	60	49	145	21	215	0	24	46	70	13	79	2	94	439
08:45 AM	6	38	15	59	28	114	22	164	0	34	67	101	17	106	0	123	447
Total	29	126	76	231	174	536	91	801	3	117	209	329	57	378	5	440	1801
Grand Total	50	195	117	362	258	985	151	1394	4	200	331	535	98	647	12	757	3048
Apprch %	13.8	53.9	32.3		18.5	70.7	10.8		0.7	37.4	61.9		12.9	85.5	1.6		
Total %	1.6	6.4	3.8	11.9	8.5	32.3	5.0	45.7	0.1	6.6	10.9	17.6	3.2	21.2	0.4	24.8	

Start Time	FRONT ST Southbound				LAUREL ST Westbound				FRONT ST Northbound				LAUREL ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	30	112	79	221	188	582	94	864	3	121	186	310	58	389	8	455	1850
Percent	13.6	50.7	35.7		21.8	67.4	10.9		1.0	39.0	60.0		12.7	85.5	1.8		
07:45	7	24	18	49	42	160	25	227	0	38	44	82	18	117	3	138	496
Peak Factor	0.932																
High Int.	08:15 AM				07:45 AM				08:15 AM				07:45 AM				
Volume	7	34	19	60	42	160	25	227	2	33	51	86	18	117	3	138	
Peak Factor	0.921				0.952				0.901				0.824				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 10PMFINAL
Site Code : 00000010
Start Date : 05/19/2004
Page No : 1

Groups Printed- Unshifted

Start Time	FRONT ST Southbound				LAUREL ST Westbound				FRONT ST Northbound				LAUREL ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	26	56	43	125	45	135	40	220	2	32	28	62	27	177	2	206	613
04:15 PM	19	58	51	128	51	117	18	186	1	31	58	90	20	153	4	177	581
04:30 PM	20	67	50	137	68	111	30	209	4	40	50	94	27	178	5	210	650
04:45 PM	32	86	52	170	46	109	32	187	3	25	57	85	25	205	2	232	674
Total	97	267	196	560	210	472	120	802	10	128	193	331	99	713	13	825	2518
05:00 PM	29	66	49	144	74	118	23	215	1	37	64	102	26	203	1	230	691
05:15 PM	22	51	67	140	57	137	25	219	1	31	49	81	22	184	3	209	649
05:30 PM	20	56	50	126	48	141	24	213	6	24	67	97	23	190	5	218	654
05:45 PM	27	57	39	123	43	133	23	199	0	28	41	69	16	161	7	184	575
Total	98	230	205	533	222	529	95	846	8	120	221	349	87	738	16	841	2569
Grand Total	195	497	401	1093	432	1001	215	1648	18	248	414	680	186	1451	29	1666	5087
Apprch %	17.8	45.5	36.7		26.2	60.7	13.0		2.6	36.5	60.9		11.2	87.1	1.7		
Total %	3.8	9.8	7.9	21.5	8.5	19.7	4.2	32.4	0.4	4.9	8.1	13.4	3.7	28.5	0.6	32.8	

Start Time	FRONT ST Southbound				LAUREL ST Westbound				FRONT ST Northbound				LAUREL ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	103	259	218	580	225	505	104	834	11	117	237	365	96	782	11	889	2668
Percent	17.8	44.7	37.6		27.0	60.6	12.5		3.0	32.1	64.9		10.8	88.0	1.2		
05:00																	
Volume	29	66	49	144	74	118	23	215	1	37	64	102	26	203	1	230	691
Peak Factor																	0.965
High Int.	04:45 PM				05:15 PM				05:00 PM				04:45 PM				
Volume	32	86	52	170	57	137	25	219	1	37	64	102	25	205	2	232	
Peak Factor	0.853				0.952				0.895				0.958				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 11AMFINAL
Site Code : 00000011
Start Date : 05/20/2004
Page No : 1

Groups Printed- Unshifted

Start Time	BROADWAY Westbound		SAN LORENZO BLVD Northbound			LAUREL ST Eastbound			Int. Total
	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Factor	1.0		1.0	1.0		1.0	1.0		
07:00 AM	50	50	60	1	61	45	31	76	187
07:15 AM	53	53	63	3	66	70	28	98	217
07:30 AM	101	101	98	1	99	85	44	129	329
07:45 AM	125	125	128	6	134	127	48	175	434
Total	329	329	349	11	360	327	151	478	1167
08:00 AM	108	108	108	5	113	112	46	158	379
08:15 AM	104	104	86	6	92	93	47	140	336
08:30 AM	95	95	75	3	78	113	52	165	338
08:45 AM	79	79	97	6	103	91	40	131	313
Total	386	386	366	20	386	409	185	594	1366
Grand Total	715	715	715	31	746	736	336	1072	2533
Apprch %	100.0		95.8	4.2		68.7	31.3		
Total %	28.2	28.2	28.2	1.2	29.5	29.1	13.3	42.3	

Start Time	BROADWAY Westbound		SAN LORENZO BLVD Northbound			LAUREL ST Eastbound			Int. Total
	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1									
Intersection	07:45 AM								
Volume	432	432	397	20	417	445	193	638	1487
Percent	100.0		95.2	4.8		69.7	30.3		
07:45 Volume	125	125	128	6	134	127	48	175	434
Peak Factor									0.857
High Int.	07:45 AM		07:45 AM			07:45 AM			
Volume	125	125	128	6	134	127	48	175	
Peak Factor		0.864			0.778			0.911	

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 11PMFINAL
Site Code : 00000011
Start Date : 05/20/2004
Page No : 1

Groups Printed- Unshifted

Start Time	BROADWAY Westbound		SAN LORENZO BLVD Northbound			LAUREL ST Eastbound			Int. Total
	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Factor	1.0		1.0	1.0		1.0	1.0		
04:00 PM	104	104	89	10	99	145	128	273	476
04:15 PM	121	121	86	15	101	144	128	272	494
04:30 PM	131	131	90	11	101	149	123	272	504
04:45 PM	120	120	99	12	111	115	128	243	474
Total	476	476	364	48	412	553	507	1060	1948
05:00 PM	145	145	118	5	123	118	89	207	475
05:15 PM	107	107	95	10	105	114	115	229	441
05:30 PM	108	108	101	16	117	127	94	221	446
05:45 PM	91	91	93	6	99	116	76	192	382
Total	451	451	407	37	444	475	374	849	1744
Grand Total	927	927	771	85	856	1028	881	1909	3692
Apprch %	100.0		90.1	9.9		53.9	46.1		
Total %	25.1	25.1	20.9	2.3	23.2	27.8	23.9	51.7	

Start Time	BROADWAY Westbound		SAN LORENZO BLVD Northbound			LAUREL ST Eastbound			Int. Total
	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1									
Intersection	04:00 PM								
Volume	476	476	364	48	412	553	507	1060	1948
Percent	100.0		88.3	11.7		52.2	47.8		
04:30 Volume	131	131	90	11	101	149	123	272	504
Peak Factor									0.966
High Int.	04:30 PM		04:45 PM			04:00 PM			
Volume	131	131	99	12	111	145	128	273	
Peak Factor		0.908			0.928			0.971	

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 12AMFINAL
Site Code : 00000012
Start Date : 05/18/2004
Page No : 1

Groups Printed- Group 1

Start Time	OCEAN ST Southbound			E CLIFF DR Westbound			E CLIFF DR Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	11	5	16	66	29	95	19	35	54	165
07:15 AM	6	4	10	85	39	124	36	31	67	201
07:30 AM	22	5	27	105	50	155	39	41	80	262
07:45 AM	18	5	23	154	50	204	55	71	126	353
Total	57	19	76	410	168	578	149	178	327	981
08:00 AM	26	10	36	126	41	167	35	82	117	320
08:15 AM	19	8	27	119	47	166	40	71	111	304
08:30 AM	27	7	34	106	35	141	33	77	110	285
08:45 AM	28	8	36	106	49	155	29	75	104	295
Total	100	33	133	457	172	629	137	305	442	1204
Grand Total	157	52	209	867	340	1207	286	483	769	2185
Apprch %	75.1	24.9		71.8	28.2		37.2	62.8		
Total %	7.2	2.4	9.6	39.7	15.6	55.2	13.1	22.1	35.2	

Start Time	OCEAN ST Southbound			E CLIFF DR Westbound			E CLIFF DR Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1										
Intersection	07:45 AM									
Volume	90	30	120	505	173	678	163	301	464	1262
Percent	75.0	25.0		74.5	25.5		35.1	64.9		
07:45 Volume	18	5	23	154	50	204	55	71	126	353
Peak Factor										
High Int.	08:00 AM			07:45 AM			07:45 AM			0.894
Volume	26	10	36	154	50	204	55	71	126	
Peak Factor	0.833			0.831			0.921			

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 12PMFINAL
Site Code : 00000012
Start Date : 05/18/2004
Page No : 1

Groups Printed- Group 1

Start Time	OCEAN ST Southbound			E. CLIFF DR Westbound			E. CLIFF DR Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	60	8	68	113	30	143	58	154	212	423
04:15 PM	62	10	72	87	27	114	61	183	244	430
04:30 PM	61	13	74	122	31	153	48	134	182	409
04:45 PM	67	14	81	103	24	127	59	144	203	411
Total	250	45	295	425	112	537	226	615	841	1673
05:00 PM	76	17	93	122	23	145	68	158	226	464
05:15 PM	82	7	89	109	28	137	65	164	229	455
05:30 PM	59	9	68	116	24	140	69	152	221	429
05:45 PM	64	11	75	117	25	142	44	137	181	398
Total	281	44	325	464	100	564	246	611	857	1746
Grand Total	531	89	620	889	212	1101	472	1226	1698	3419
Apprch %	85.6	14.4		80.7	19.3		27.8	72.2		
Total %	15.5	2.6	18.1	26.0	6.2	32.2	13.8	35.9	49.7	

Start Time	OCEAN ST Southbound			E. CLIFF DR Westbound			E. CLIFF DR Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1										
Intersection	04:45 PM									
Volume	284	47	331	450	99	549	261	618	879	1759
Percent	85.8	14.2		82.0	18.0		29.7	70.3		
05:00 Volume	76	17	93	122	23	145	68	158	226	464
Peak Factor										0.948
High Int.	05:00 PM			05:00 PM			05:15 PM			
Volume	76	17	93	122	23	145	65	164	229	
Peak Factor			0.890			0.947			0.960	

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 13AMFINAL
Site Code : 0000013
Start Date : 05/12/2004
Page No : 1

Groups Printed- Unshifted

Start Time	OCEAN ST Southbound				SOQUEL AVE Westbound				OCEAN ST Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	22	46	7	75	10	29	16	55	6	83	4	93	7	12	3	22	245
07:15 AM	16	53	13	82	14	32	16	62	10	89	7	106	6	12	3	21	271
07:30 AM	22	54	7	83	14	38	27	79	5	144	16	165	12	20	5	37	364
07:45 AM	31	62	9	102	14	57	30	101	16	141	18	175	24	43	9	76	454
Total	91	215	36	342	52	156	89	297	37	457	45	539	49	87	20	156	1334
08:00 AM	12	68	25	105	24	81	23	128	6	112	22	140	14	31	8	53	426
08:15 AM	24	76	20	120	16	52	34	102	10	117	17	144	19	24	8	51	417
08:30 AM	30	77	24	131	18	47	27	92	6	93	31	130	21	22	7	50	403
08:45 AM	40	91	26	157	8	50	34	92	8	94	8	110	13	35	7	55	414
Total	106	312	95	513	66	230	118	414	30	416	78	524	67	112	30	209	1660
Grand Total	197	527	131	855	118	386	207	711	67	873	123	1063	116	199	50	365	2994
Apprch %	23.0	61.6	15.3		16.6	54.3	29.1		6.3	82.1	11.6		31.8	54.5	13.7		
Total %	6.6	17.6	4.4	28.6	3.9	12.9	6.9	23.7	2.2	29.2	4.1	35.5	3.9	6.6	1.7	12.2	

Start Time	OCEAN ST Southbound				SOQUEL AVE Westbound				OCEAN ST Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	97	283	78	458	72	237	114	423	38	463	88	589	78	120	32	230	1700
Percent	21.2	61.8	17.0		17.0	56.0	27.0		6.5	78.6	14.9		33.9	52.2	13.9		
07:45 Volume	31	62	9	102	14	57	30	101	16	141	18	175	24	43	9	76	454
Peak Factor																	0.936
High Int.	08:30 AM				08:00 AM				07:45 AM				07:45 AM				
Volume	30	77	24	131	24	81	23	128	16	141	18	175	24	43	9	76	
Peak Factor	0.874								0.826				0.841				0.757

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 13PMFINAL
Site Code : 00000013
Start Date : 05/12/2004
Page No : 1

Groups Printed- Unshifted

Start Time	OCEAN AVE Southbound				SOQUEL AVE Westbound				OCEAN AVE Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	66	133	23	222	10	71	35	116	7	110	23	140	35	104	30	169	647
04:15 PM	69	152	36	257	28	61	47	136	14	104	17	135	24	88	26	138	666
04:30 PM	60	167	33	260	20	74	33	127	15	80	27	122	33	104	26	163	672
04:45 PM	60	151	32	243	27	86	33	146	14	98	18	130	29	125	37	191	710
Total	255	603	124	982	85	292	148	525	50	392	85	527	121	421	119	661	2695
05:00 PM	80	176	32	288	18	71	30	119	8	101	28	137	36	138	39	213	757
05:15 PM	75	151	30	256	13	72	26	111	12	102	26	140	24	114	34	172	679
05:30 PM	49	128	19	196	27	67	20	114	6	104	29	139	28	134	31	193	642
05:45 PM	41	144	28	213	17	64	29	110	11	101	28	140	27	109	16	152	615
Total	245	599	109	953	75	274	105	454	37	408	111	556	115	495	120	730	2693
Grand Total	500	1202	233	1935	160	566	253	979	87	800	196	1083	236	916	239	1391	5388
Apprch %	25.8	62.1	12.0		16.3	57.8	25.8		8.0	73.9	18.1		17.0	65.9	17.2		
Total %	9.3	22.3	4.3	35.9	3.0	10.5	4.7	18.2	1.6	14.8	3.6	20.1	4.4	17.0	4.4	25.8	

Start Time	OCEAN AVE Southbound				SOQUEL AVE Westbound				OCEAN AVE Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	275	645	127	1047	78	303	122	503	49	381	99	529	122	481	136	739	2818
Percent	26.3	61.6	12.1		15.5	60.2	24.3		9.3	72.0	18.7		16.5	65.1	18.4		
05:00																	
Volume	80	176	32	288	18	71	30	119	8	101	28	137	36	138	39	213	757
Peak Factor																	0.931
High Int.	05:00 PM				04:45 PM				05:15 PM				05:00 PM				
Volume	80	176	32	288	27	86	33	146	12	102	26	140	36	138	39	213	
Peak Factor	0.909				0.861				0.945				0.867				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 14AMFINAL
Site Code : 00000014
Start Date : 05/05/2004
Page No : 1

Groups Printed- Unshifted

Start Time	OCEAN AVE Southbound				WATER ST Westbound				OCEAN AVE Northbound				WATER ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	25	78	39	142	20	81	36	137	15	93	8	116	21	31	6	58	453
07:15 AM	28	104	39	171	14	102	38	154	23	113	5	141	41	41	6	88	554
07:30 AM	57	114	46	217	20	143	29	192	27	111	11	149	40	38	9	87	645
07:45 AM	54	141	73	268	32	139	28	199	28	122	11	161	47	89	4	140	768
Total	164	437	197	798	86	465	131	682	93	439	35	567	149	199	25	373	2420
08:00 AM	50	162	100	312	52	142	15	209	23	128	8	159	57	62	10	129	809
08:15 AM	43	146	70	259	34	139	34	207	32	127	6	165	71	58	9	138	769
08:30 AM	57	144	60	261	24	112	27	163	26	128	8	162	58	54	10	122	708
08:45 AM	46	113	67	226	32	120	45	197	27	115	10	152	55	75	11	141	716
Total	196	565	297	1058	142	513	121	776	108	498	32	638	241	249	40	530	3002
Grand Total	360	1002	494	1856	228	978	252	1458	201	937	67	1205	390	448	65	903	5422
Apprch %	19.4	54.0	26.6		15.6	67.1	17.3		16.7	77.8	5.6		43.2	49.6	7.2		
Total %	6.6	18.5	9.1	34.2	4.2	18.0	4.6	26.9	3.7	17.3	1.2	22.2	7.2	8.3	1.2	16.7	

Start Time	OCEAN AVE Southbound				WATER ST Westbound				OCEAN AVE Northbound				WATER ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	204	593	303	1100	142	532	104	778	109	505	33	647	233	263	33	529	3054
Percent	18.5	53.9	27.5		18.3	68.4	13.4		16.8	78.1	5.1		44.0	49.7	6.2		
08:00																	
Volume	50	162	100	312	52	142	15	209	23	128	8	159	57	62	10	129	809
Peak Factor																	0.944
High Int.	08:00 AM				08:00 AM				08:15 AM				07:45 AM				
Volume	50	162	100	312	52	142	15	209	32	127	6	165	47	89	4	140	
Peak Factor	0.881								0.931				0.980				0.945

Traffic Data Service
 (408) 377-2988
 tdsbay@cs.com

File Name : 14PMFINAL
 Site Code : 00000014
 Start Date : 05/11/2004
 Page No : 1

Groups Printed- Unshifted

Start Time	OCEAN AVE Southbound				WATER ST Westbound				OCEAN AVE Northbound				WATER ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	63	147	58	268	32	132	49	213	42	138	14	194	75	127	21	223	898
04:15 PM	70	160	51	281	29	120	35	184	47	131	18	196	83	135	21	239	900
04:30 PM	75	212	61	348	14	121	31	166	45	137	30	212	85	152	15	252	978
04:45 PM	71	155	64	290	24	137	55	216	32	115	20	167	71	152	18	241	914
Total	279	674	234	1187	99	510	170	779	166	521	82	769	314	566	75	955	3690
05:00 PM	95	180	64	339	36	130	39	205	33	124	15	172	105	173	19	297	1013
05:15 PM	77	194	70	341	26	114	40	180	32	141	33	206	79	165	20	264	991
05:30 PM	77	167	58	302	30	123	57	210	38	120	6	164	78	132	23	233	909
05:45 PM	49	152	54	255	22	131	37	190	25	106	7	138	69	131	21	221	804
Total	298	693	246	1237	114	498	173	785	128	491	61	680	331	601	83	1015	3717
Grand Total	577	1367	480	2424	213	1008	343	1564	294	1012	143	1449	645	1167	158	1970	7407
Apprch %	23.8	56.4	19.8		13.6	64.5	21.9		20.3	69.8	9.9		32.7	59.2	8.0		
Total %	7.8	18.5	6.5	32.7	2.9	13.6	4.6	21.1	4.0	13.7	1.9	19.6	8.7	15.8	2.1	26.6	

Start Time	OCEAN AVE Southbound				WATER ST Westbound				OCEAN AVE Northbound				WATER ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	318	741	259	1318	100	502	165	767	142	517	98	757	340	642	72	1054	3896
Percent	24.1	56.2	19.7		13.0	65.4	21.5		18.8	68.3	12.9		32.3	60.9	6.8		
05:00																	
Volume	95	180	64	339	36	130	39	205	33	124	15	172	105	173	19	297	1013
Peak Factor																	0.962
High Int.	04:30 PM				04:45 PM				04:30 PM				05:00 PM				
Volume	75	212	61	348	24	137	55	216	45	137	30	212	105	173	19	297	
Peak Factor	0.947								0.888				0.893				0.887

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 15AMFINAL
Site Code : 00000015
Start Date : 05/25/2004
Page No : 1

Groups Printed- Unshifted

Start Time	SEABRIGHT AVE Southbound				MURRAY ST Westbound				SEABRIGHT AVE Northbound				MURRAY ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	22	14	6	42	5	91	33	129	4	18	7	29	17	29	0	46	246
07:15 AM	30	4	11	45	4	123	36	163	7	14	5	26	16	41	0	57	291
07:30 AM	29	10	13	52	9	143	62	214	14	25	11	50	6	83	2	91	407
07:45 AM	27	16	6	49	3	118	56	177	6	25	7	38	10	73	0	83	347
Total	108	44	36	188	21	475	187	683	31	82	30	143	49	226	2	277	1291
08:00 AM	37	12	9	58	5	130	63	198	7	16	7	30	11	68	0	79	365
08:15 AM	27	26	6	59	11	122	45	178	10	28	11	49	19	47	0	66	352
08:30 AM	35	16	6	57	8	105	50	163	7	15	9	31	13	79	0	92	343
08:45 AM	34	19	9	62	7	85	39	131	1	17	17	35	13	65	1	79	307
Total	133	73	30	236	31	442	197	670	25	76	44	145	56	259	1	316	1367
Grand Total	241	117	66	424	52	917	384	1353	56	158	74	288	105	485	3	593	2658
Apprch %	56.8	27.6	15.6		3.8	67.8	28.4		19.4	54.9	25.7		17.7	81.8	0.5		
Total %	9.1	4.4	2.5	16.0	2.0	34.5	14.4	50.9	2.1	5.9	2.8	10.8	4.0	18.2	0.1	22.3	

Start Time	SEABRIGHT AVE Southbound				MURRAY ST Westbound				SEABRIGHT AVE Northbound				MURRAY ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	120	64	34	218	28	513	226	767	37	94	36	167	46	271	2	319	1471
Percent	55.0	29.4	15.6		3.7	66.9	29.5		22.2	56.3	21.6		14.4	85.0	0.6		
07:30																	
Volume	29	10	13	52	9	143	62	214	14	25	11	50	6	83	2	91	407
Peak Factor	0.904																
High Int.	08:15 AM																
Volume	27	26	6	59	9	143	62	214	14	25	11	50	6	83	2	91	407
Peak Factor	0.924				0.896				0.835				0.876				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 15PMFINAL
Site Code : 00000015
Start Date : 05/25/2004
Page No : 1

Groups Printed- Unshifted

Start Time	SEABRIGHT AVE Southbound				MURRAY ST Westbound				SEABRIGHT AVE Northbound				MURRAY ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	30	14	6	50	40	109	43	192	10	24	29	63	11	136	3	150	455
04:15 PM	48	28	12	88	12	104	41	157	10	28	24	62	19	156	1	176	483
04:30 PM	60	29	8	97	8	102	43	153	6	14	23	43	22	144	2	168	461
04:45 PM	43	15	12	70	15	114	42	171	7	17	28	52	18	154	1	173	466
Total	181	86	38	305	75	429	169	673	33	83	104	220	70	590	7	667	1865
05:00 PM	52	30	18	100	16	104	53	173	13	18	23	54	12	152	0	164	491
05:15 PM	70	26	9	105	6	96	51	153	13	17	21	51	14	170	2	186	495
05:30 PM	84	20	3	107	5	128	44	177	10	21	24	55	9	192	1	202	541
05:45 PM	84	23	10	117	14	89	39	142	10	28	32	70	17	164	0	181	510
Total	290	99	40	429	41	417	187	645	46	84	100	230	52	678	3	733	2037
Grand Total	471	185	78	734	116	846	356	1318	79	167	204	450	122	1268	10	1400	3902
Apprch %	64.2	25.2	10.6		8.8	64.2	27.0		17.6	37.1	45.3		8.7	90.6	0.7		
Total %	12.1	4.7	2.0	18.8	3.0	21.7	9.1	33.8	2.0	4.3	5.2	11.5	3.1	32.5	0.3	35.9	

Start Time	SEABRIGHT AVE Southbound				MURRAY ST Westbound				SEABRIGHT AVE Northbound				MURRAY ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	290	99	40	429	41	417	187	645	46	84	100	230	52	678	3	733	2037
Percent	67.6	23.1	9.3		6.4	64.7	29.0		20.0	36.5	43.5		7.1	92.5	0.4		
05:30	84	20	3	107	5	128	44	177	10	21	24	55	9	192	1	202	541
Peak Factor	0.941																
High Int.	05:45 PM																
Volume	84	23	10	117	5	128	44	177	10	28	32	70	9	192	1	202	510
Peak Factor	0.917				0.911				0.821				0.907				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 16AMFINAL
Site Code : 00000016
Start Date : 05/19/2004
Page No : 1

Groups Printed- Unshifted

Start Time	SEABRIGHT AVE Southbound				SOQUEL AVE Westbound				SEABRIGHT AVE Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	1	4	5	23	54	0	77	13	10	40	63	0	37	8	45	190
07:15 AM	3	7	7	17	19	67	1	87	13	13	31	57	4	44	6	54	215
07:30 AM	0	6	7	13	25	72	2	99	30	6	36	72	7	56	10	73	257
07:45 AM	3	10	8	21	29	92	0	121	39	11	48	98	7	84	12	103	343
Total	6	24	26	56	96	285	3	384	95	40	155	290	18	221	36	275	1005
08:00 AM	3	15	11	29	24	96	2	122	43	16	67	126	7	91	13	111	388
08:15 AM	0	14	10	24	22	107	0	129	26	13	53	92	5	98	7	110	355
08:30 AM	3	17	8	28	30	93	2	125	34	21	47	102	6	80	9	95	350
08:45 AM	6	15	17	38	39	98	3	140	34	8	51	93	1	79	21	101	372
Total	12	61	46	119	115	394	7	516	137	58	218	413	19	348	50	417	1465
Grand Total	18	85	72	175	211	679	10	900	232	98	373	703	37	569	86	692	2470
Apprch %	10.3	48.6	41.1		23.4	75.4	1.1		33.0	13.9	53.1		5.3	82.2	12.4		
Total %	0.7	3.4	2.9	7.1	8.5	27.5	0.4	36.4	9.4	4.0	15.1	28.5	1.5	23.0	3.5	28.0	

Start Time	SEABRIGHT AVE Southbound				SOQUEL AVE Westbound				SEABRIGHT AVE Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	12	61	46	119	115	394	7	516	137	58	218	413	19	348	50	417	1465
Percent	10.1	51.3	38.7		22.3	76.4	1.4		33.2	14.0	52.8		4.6	83.5	12.0		
08:00																	
Volume	3	15	11	29	24	96	2	122	43	16	67	126	7	91	13	111	388
Peak Factor																	0.944
High Int.	08:45 AM				08:45 AM				08:00 AM				08:00 AM				
Volume	6	15	17	38	39	98	3	140	43	16	67	126	7	91	13	111	
Peak Factor	0.783								0.921				0.819				0.939

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 16PMFINAL
Site Code : 00000016
Start Date : 05/19/2004
Page No : 1

Groups Printed- 1 - Unshifted

Start Time	SEABRIGHT AVE Southbound				SOQUEL AVE Westbound				SEABRIGHT AVE Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	14	8	16	38	25	72	4	101	43	5	44	92	7	150	21	178	409
04:15 PM	8	12	29	49	36	115	2	153	32	6	50	88	4	164	24	192	482
04:30 PM	12	18	17	47	24	104	4	132	38	9	48	95	3	175	30	208	482
04:45 PM	7	11	19	37	29	85	14	128	44	7	42	93	5	173	32	210	468
Total	41	49	81	171	114	376	24	514	157	27	184	368	19	662	107	788	1841
05:00 PM	10	18	11	39	43	123	6	172	51	8	41	100	10	169	18	197	508
05:15 PM	18	25	17	60	47	100	1	148	53	8	65	126	7	170	32	209	543
05:30 PM	9	25	28	62	52	108	5	165	33	9	64	106	15	171	27	213	546
05:45 PM	6	26	12	44	35	102	1	138	34	10	52	96	18	176	18	212	490
Total	43	94	68	205	177	433	13	623	171	35	222	428	50	686	95	831	2087
Grand Total	84	143	149	376	291	809	37	1137	328	62	406	796	69	1348	202	1619	3928
Apprch %	22.3	38.0	39.6		25.6	71.2	3.3		41.2	7.8	51.0		4.3	83.3	12.5		
Total %	2.1	3.6	3.8	9.6	7.4	20.6	0.9	28.9	8.4	1.6	10.3	20.3	1.8	34.3	5.1	41.2	

Start Time	SEABRIGHT AVE Southbound				SOQUEL AVE Westbound				SEABRIGHT AVE Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	43	94	68	205	177	433	13	623	171	35	222	428	50	686	95	831	2087
Percent	21.0	45.9	33.2		28.4	69.5	2.1		40.0	8.2	51.9		6.0	82.6	11.4		
05:30																	
Volume	9	25	28	62	52	108	5	165	33	9	64	106	15	171	27	213	546
Peak Factor	0.956																
High Int.	05:30 PM																
Volume	9	25	28	62	43	123	6	172	53	8	65	126	15	171	27	213	546
Peak Factor	0.827				0.906				0.849				0.975				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 17AMFINAL
Site Code : 00000017
Start Date : 05/20/2004
Page No : 1

Groups Printed- Unshifted

Start Time	MORRISSEY BLVD Southbound				SOQUEL AVE Westbound				MORRISSEY BLVD Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	20	26	71	117	0	72	25	97	6	21	0	27	51	45	2	98	339
07:15 AM	29	19	114	162	0	105	34	139	0	11	2	13	68	74	5	147	461
07:30 AM	46	22	111	179	0	152	39	191	1	28	3	32	98	95	2	195	597
07:45 AM	51	21	113	185	4	227	56	287	6	37	4	47	62	76	4	142	661
Total	146	88	409	643	4	556	154	714	13	97	9	119	279	290	13	582	2058
08:00 AM	62	41	115	218	1	221	40	262	2	23	5	30	113	122	2	237	747
08:15 AM	64	37	122	223	2	189	47	238	0	20	0	20	87	111	6	204	685
08:30 AM	45	28	105	178	2	203	42	247	0	28	1	29	52	67	3	122	576
08:45 AM	47	32	125	204	5	169	48	222	1	27	2	30	85	110	2	197	653
Total	218	138	467	823	10	782	177	969	3	98	8	109	337	410	13	760	2661
Grand Total	364	226	876	1466	14	1338	331	1683	16	195	17	228	616	700	26	1342	4719
Apprch %	24.8	15.4	59.8		0.8	79.5	19.7		7.0	85.5	7.5		45.9	52.2	1.9		
Total %	7.7	4.8	18.6	31.1	0.3	28.4	7.0	35.7	0.3	4.1	0.4	4.8	13.1	14.8	0.6	28.4	

Start Time	MORRISSEY BLVD Southbound				SOQUEL AVE Westbound				MORRISSEY BLVD Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	223	121	461	805	7	789	182	978	9	108	12	129	360	404	14	778	2690
Percent	27.7	15.0	57.3		0.7	80.7	18.6		7.0	83.7	9.3		46.3	51.9	1.8		
08:00																	
Volume	62	41	115	218	1	221	40	262	2	23	5	30	113	122	2	237	747
Peak Factor																	0.900
High Int.	08:15 AM				07:45 AM				07:45 AM				08:00 AM				
Volume	64	37	122	223	4	227	56	287	6	37	4	47	113	122	2	237	
Peak Factor	0.902				0.852				0.686				0.821				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 17PMFINAL
Site Code : 00000017
Start Date : 05/20/2004
Page No : 1

Groups Printed- Unshifted

Start Time	MORRISSEY BLVD Southbound				SOQUEL AVE Westbound				MORRISSEY BLVD Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	77	35	102	214	7	201	62	270	1	34	6	41	103	272	10	385	910
04:15 PM	58	35	97	190	9	234	55	298	4	27	4	35	86	324	5	415	938
04:30 PM	67	32	103	202	12	208	68	288	8	38	10	56	110	292	16	418	964
04:45 PM	51	53	111	215	18	204	64	286	2	24	6	32	85	267	3	355	888
Total	253	155	413	821	46	847	249	1142	15	123	26	164	384	1155	34	1573	3700
05:00 PM	53	41	117	211	9	214	52	275	6	49	4	59	113	279	4	396	941
05:15 PM	56	40	80	176	9	234	42	285	1	36	8	45	86	294	6	386	892
05:30 PM	56	41	105	202	8	247	41	296	3	30	7	40	104	287	4	395	933
05:45 PM	58	43	115	216	6	185	37	228	5	33	9	47	87	232	13	332	823
Total	223	165	417	805	32	880	172	1084	15	148	28	191	390	1092	27	1509	3589
Grand Total	476	320	830	1626	78	1727	421	2226	30	271	54	355	774	2247	61	3082	7289
Apprch %	29.3	19.7	51.0		3.5	77.6	18.9		8.5	76.3	15.2		25.1	72.9	2.0		
Total %	6.5	4.4	11.4	22.3	1.1	23.7	5.8	30.5	0.4	3.7	0.7	4.9	10.6	30.8	0.8	42.3	

Start Time	MORRISSEY BLVD Southbound				SOQUEL AVE Westbound				MORRISSEY BLVD Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	229	161	428	818	48	860	239	1147	20	138	24	182	394	1162	28	1584	3731
Percent	28.0	19.7	52.3		4.2	75.0	20.8		11.0	75.8	13.2		24.9	73.4	1.8		
04:30																	
Volume	67	32	103	202	12	208	68	288	8	38	10	56	110	292	16	418	964
Peak Factor																	0.968
High Int.	04:45 PM				04:15 PM				05:00 PM				04:30 PM				
Volume	51	53	111	215	9	234	55	298	6	49	4	59	110	292	16	418	
Peak Factor	0.951				0.962				0.771				0.947				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 18AMFINAL
Site Code : 00000018
Start Date : 05/19/2004
Page No : 1

Groups Printed- Unshifted

Start Time	CEDAR ST Southbound				LAUREL AVE Westbound				CEDAR ST Northbound				LAUREL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	1	3	5	1	46	0	47	7	1	5	13	1	40	12	53	118
07:15 AM	3	7	5	15	4	67	3	74	13	3	4	20	0	39	6	45	154
07:30 AM	2	5	0	7	4	81	12	97	9	7	4	20	1	60	8	69	193
07:45 AM	2	10	1	13	9	114	8	131	16	22	4	42	4	114	12	130	316
Total	8	23	9	40	18	308	23	349	45	33	17	95	6	253	38	297	781
08:00 AM	1	13	2	16	7	105	10	122	13	20	4	37	6	116	17	139	314
08:15 AM	1	9	2	12	3	87	11	101	9	22	4	35	7	80	16	103	251
08:30 AM	3	4	2	9	10	89	6	105	5	19	4	28	0	99	18	117	259
08:45 AM	1	0	1	2	6	42	4	52	17	12	2	31	2	61	10	73	158
Total	6	26	7	39	26	323	31	380	44	73	14	131	15	356	61	432	982
Grand Total	14	49	16	79	44	631	54	729	89	106	31	226	21	609	99	729	1763
Apprch %	17.7	62.0	20.3		6.0	86.6	7.4		39.4	46.9	13.7		2.9	83.5	13.6		
Total %	0.8	2.8	0.9	4.5	2.5	35.8	3.1	41.3	5.0	6.0	1.8	12.8	1.2	34.5	5.6	41.3	

Start Time	CEDAR ST Southbound				LAUREL AVE Westbound				CEDAR ST Northbound				LAUREL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	7	36	7	50	29	395	35	459	43	83	16	142	17	409	63	489	1140
Percent	14.0	72.0	14.0		6.3	86.1	7.6		30.3	58.5	11.3		3.5	83.6	12.9		
07:45 Volume	2	10	1	13	9	114	8	131	16	22	4	42	4	114	12	130	316
Peak Factor	0.902																
High Int.	08:00 AM																
Volume	1	13	2	16	9	114	8	131	16	22	4	42	6	116	17	139	314
Peak Factor	0.781				0.876				0.845				0.879				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 18PMFINAL
Site Code : 00000018
Start Date : 05/19/2004
Page No : 1

Groups Printed- Unshifted

Start Time	CEDAR AVE Southbound				LAUREL AVE Westbound				CEDAR AVE Northbound				LAUREL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	1	32	5	38	4	104	5	113	6	32	2	40	3	118	12	133	324
04:15 PM	13	17	6	36	3	126	4	133	8	12	3	23	8	172	10	190	382
04:30 PM	16	15	10	41	8	133	7	148	5	8	5	18	5	129	13	147	354
04:45 PM	14	27	7	48	8	89	7	104	3	20	6	29	7	119	19	145	326
Total	44	91	28	163	23	452	23	498	22	72	16	110	23	538	54	615	1386
05:00 PM	35	31	8	74	8	98	6	112	12	7	9	28	7	122	15	144	358
05:15 PM	17	29	11	57	12	115	11	138	8	8	9	25	5	149	18	172	392
05:30 PM	28	34	7	69	17	194	20	231	4	5	5	14	16	234	15	265	579
05:45 PM	18	30	6	54	20	169	10	199	8	17	2	27	29	232	11	272	552
Total	98	124	32	254	57	576	47	680	32	37	25	94	57	737	59	853	1881
Grand Total	142	215	60	417	80	1028	70	1178	54	109	41	204	80	1275	113	1468	3267
Apprch %	34.1	51.6	14.4		6.8	87.3	5.9		26.5	53.4	20.1		5.4	86.9	7.7		
Total %	4.3	6.6	1.8	12.8	2.4	31.5	2.1	36.1	1.7	3.3	1.3	6.2	2.4	39.0	3.5	44.9	

Start Time	CEDAR AVE Southbound				LAUREL AVE Westbound				CEDAR AVE Northbound				LAUREL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	98	124	32	254	57	576	47	680	32	37	25	94	57	737	59	853	1881
Percent	38.6	48.8	12.6		8.4	84.7	6.9		34.0	39.4	26.6		6.7	86.4	6.9		
05:30 Volume	28	34	7	69	17	194	20	231	4	5	5	14	16	234	15	265	579
Peak Factor	0.812																
High Int.	05:00 PM																
Volume	35	31	8	74	17	194	20	231	12	7	9	28	29	232	11	272	552
Peak Factor	0.858				0.736				0.839				0.784				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 19AMFINAL
Site Code : 00000019
Start Date : 05/20/2004
Page No : 1

Groups Printed- 1 - Unshifted

Start Time	PACIFIC AVE Southbound				LAUREL AVE Westbound				PACIFIC AVE Northbound				LAUREL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	4	1	4	9	9	89	7	105	4	8	4	16	3	47	0	50	180
07:15 AM	4	7	6	17	10	94	11	115	9	5	4	18	3	61	4	68	218
07:30 AM	4	1	1	6	17	162	11	190	4	11	4	19	9	110	5	124	339
07:45 AM	3	5	2	10	11	150	13	174	9	19	10	38	8	91	3	102	324
Total	15	14	13	42	47	495	42	584	26	43	22	91	23	309	12	344	1061
08:00 AM	6	4	3	13	16	115	10	141	4	12	9	25	7	110	7	124	303
08:15 AM	6	8	2	16	11	120	6	137	8	13	6	27	12	94	8	114	294
08:30 AM	6	6	3	15	13	102	14	129	7	15	8	30	10	85	8	103	277
08:45 AM	2	6	2	10	9	107	16	132	10	15	5	30	10	75	15	100	272
Total	20	24	10	54	49	444	46	539	29	55	28	112	39	364	38	441	1146
Grand Total	35	38	23	96	96	939	88	1123	55	98	50	203	62	673	50	785	2207
Apprch %	36.5	39.6	24.0		8.5	83.6	7.8		27.1	48.3	24.6		7.9	85.7	6.4		
Total %	1.6	1.7	1.0	4.3	4.3	42.5	4.0	50.9	2.5	4.4	2.3	9.2	2.8	30.5	2.3	35.6	

Start Time	PACIFIC AVE Southbound				LAUREL AVE Westbound				PACIFIC AVE Northbound				LAUREL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	19	18	8	45	55	547	40	642	25	55	29	109	36	405	23	464	1260
Percent	42.2	40.0	17.8		8.6	85.2	6.2		22.9	50.5	26.6		7.8	87.3	5.0		
07:30 Volume	4	1	1	6	17	162	11	190	4	11	4	19	9	110	5	124	339
Peak Factor																	0.929
High Int.	08:15 AM				07:30 AM				07:45 AM				07:30 AM				
Volume	6	8	2	16	17	162	11	190	9	19	10	38	9	110	5	124	
Peak Factor	0.703				0.845				0.717				0.935				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 19PMFINAL
Site Code : 0000019
Start Date : 05/20/2004
Page No : 1

Groups Printed- Unshifted

Start Time	PACIFIC AVE Southbound				LAUREL AVE Westbound				PACIFIC AVE Northbound				LAUREL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	18	21	5	44	11	121	24	156	24	24	16	64	9	168	15	192	456
04:15 PM	16	21	9	46	11	145	27	183	16	31	15	62	17	177	8	202	493
04:30 PM	26	10	11	47	8	144	28	180	13	18	9	40	12	162	10	184	451
04:45 PM	19	15	13	47	13	150	22	185	18	20	15	53	22	166	8	196	481
Total	79	67	38	184	43	560	101	704	71	93	55	219	60	673	41	774	1881
05:00 PM	20	9	5	34	12	195	25	232	13	19	9	41	21	166	10	197	504
05:15 PM	13	6	6	25	13	129	16	158	12	15	8	35	14	128	17	159	377
05:30 PM	16	10	7	33	12	117	29	158	11	28	12	51	21	154	12	187	429
05:45 PM	11	8	4	23	16	115	19	150	11	24	8	43	15	118	11	144	360
Total	60	33	22	115	53	556	89	698	47	86	37	170	71	566	50	687	1670
Grand Total	139	100	60	299	96	1116	190	1402	118	179	92	389	131	1239	91	1461	3551
Apprch %	46.5	33.4	20.1		6.8	79.6	13.6		30.3	46.0	23.7		9.0	84.8	6.2		
Total %	3.9	2.8	1.7	8.4	2.7	31.4	5.4	39.5	3.3	5.0	2.6	11.0	3.7	34.9	2.6	41.1	

Start Time	PACIFIC AVE Southbound				LAUREL AVE Westbound				PACIFIC AVE Northbound				LAUREL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																1929
Volume	81	55	38	174	44	634	102	780	60	88	48	196	72	671	36	779	
Percent	46.6	31.6	21.8		5.6	81.3	13.1		30.6	44.9	24.5		9.2	86.1	4.6		
05:00																	504
Volume	20	9	5	34	12	195	25	232	13	19	9	41	21	166	10	197	
Peak Factor	0.957																
High Int.	04:30 PM				05:00 PM				04:15 PM				04:15 PM				202
Volume	26	10	11	47	12	195	25	232	16	31	15	62	17	177	8	202	
Peak Factor	0.926				0.841				0.790				0.964				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 20AMFINAL
Site Code : 00000020
Start Date : 05/19/2004
Page No : 1

Groups Printed- Group 1

Start Time	OCEAN ST Southbound				BROADWAY Westbound				OCEAN ST Northbound				BROADWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	4	23	16	43	4	38	19	61	3	42	11	56	30	28	1	59	219
07:15 AM	4	38	20	62	3	47	9	59	2	51	11	64	25	32	0	57	242
07:30 AM	4	32	23	59	7	57	18	82	1	81	13	95	34	42	2	78	314
07:45 AM	6	45	36	87	8	79	28	115	2	90	8	100	41	78	2	121	423
Total	18	138	95	251	22	221	74	317	8	264	43	315	130	180	5	315	1198
08:00 AM	14	52	30	96	15	78	11	104	1	69	16	86	43	94	4	141	427
08:15 AM	9	57	43	109	16	75	17	108	0	65	13	78	46	80	5	131	426
08:30 AM	8	51	33	92	24	96	14	134	1	76	14	91	20	73	0	93	410
08:45 AM	10	60	15	85	9	58	9	76	1	73	9	83	40	73	1	114	358
Total	41	220	121	382	64	307	51	422	3	283	52	338	149	320	10	479	1621
Grand Total	59	358	216	633	86	528	125	739	11	547	95	653	279	500	15	794	2819
Apprch %	9.3	56.6	34.1		11.6	71.4	16.9		1.7	83.8	14.5		35.1	63.0	1.9		
Total %	2.1	12.7	7.7	22.5	3.1	18.7	4.4	26.2	0.4	19.4	3.4	23.2	9.9	17.7	0.5	28.2	

Start Time	OCEAN ST Southbound				BROADWAY Westbound				OCEAN ST Northbound				BROADWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	37	205	142	384	63	328	70	461	4	300	51	355	150	325	11	486	1686
Percent	9.6	53.4	37.0		13.7	71.1	15.2		1.1	84.5	14.4		30.9	66.9	2.3		
08:00	14	52	30	96	15	78	11	104	1	69	16	86	43	94	4	141	427
Peak Factor																	0.987
High Int.	08:15 AM				08:30 AM				07:45 AM				08:00 AM				
Volume	9	57	43	109	24	96	14	134	2	90	8	100	43	94	4	141	
Peak Factor	0.881								0.860				0.888				0.862

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 20PMFINAL
Site Code : 00000020
Start Date : 05/19/2004
Page No : 1

Groups Printed- Group 1

Start Time	OCEAN ST Southbound				BROADWAY Westbound				OCEAN ST Northbound				BROADWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	24	109	35	168	13	55	15	83	1	68	16	85	31	78	6	115	451
04:15 PM	32	119	33	184	17	68	21	106	1	75	12	88	36	79	8	123	501
04:30 PM	30	122	39	191	16	70	15	101	1	75	18	94	39	84	6	129	515
04:45 PM	32	138	47	217	25	69	14	108	2	69	15	86	33	93	16	142	553
Total	118	488	154	760	71	262	65	398	5	287	61	353	139	334	36	509	2020
05:00 PM	35	152	37	224	16	71	35	122	2	73	25	100	40	93	8	141	587
05:15 PM	58	135	47	240	19	90	11	120	1	92	35	128	37	105	5	147	635
05:30 PM	32	138	33	203	32	96	14	142	2	73	40	115	46	103	11	160	620
05:45 PM	44	147	36	227	17	80	20	117	1	54	23	78	38	94	9	141	563
Total	169	572	153	894	84	337	80	501	6	292	123	421	161	395	33	589	2405
Grand Total	287	1060	307	1654	155	599	145	899	11	579	184	774	300	729	69	1098	4425
Apprch %	17.4	64.1	18.6		17.2	66.6	16.1		1.4	74.8	23.8		27.3	66.4	6.3		
Total %	6.5	24.0	6.9	37.4	3.5	13.5	3.3	20.3	0.2	13.1	4.2	17.5	6.8	16.5	1.6	24.8	

Start Time	OCEAN ST Southbound				BROADWAY Westbound				OCEAN ST Northbound				BROADWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	169	572	153	894	84	337	80	501	6	292	123	421	161	395	33	589	2405
Percent	18.9	64.0	17.1		16.8	67.3	16.0		1.4	69.4	29.2		27.3	67.1	5.6		
05:15	58	135	47	240	19	90	11	120	1	92	35	128	37	105	5	147	635
Volume																	
Peak Factor	0.947																
High Int.	05:15 PM				05:30 PM				05:15 PM				05:30 PM				
Volume	58	135	47	240	32	96	14	142	1	92	35	128	46	103	11	160	
Peak Factor	0.931				0.882				0.822				0.920				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 21AMFINAL
Site Code : 00000021
Start Date : 05/13/2004
Page No : 1

Groups Printed- Unshifted

Start Time	SEABRIGHT AVE Southbound				BROADWAY Westbound				SEABRIGHT AVE Northbound				BROADWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	20	9	30	4	13	4	21	15	34	3	52	13	32	6	51	154
07:15 AM	0	22	4	26	3	16	1	20	11	47	7	65	16	33	10	59	170
07:30 AM	0	26	10	36	4	27	1	32	21	46	6	73	27	36	9	72	213
07:45 AM	2	37	10	49	6	19	5	30	25	100	8	133	44	47	7	98	310
Total	3	105	33	141	17	75	11	103	72	227	24	323	100	148	32	280	847
08:00 AM	2	30	12	44	9	41	6	56	16	75	13	104	45	47	8	100	304
08:15 AM	0	37	16	53	5	33	8	46	13	66	13	92	26	49	10	85	276
08:30 AM	0	33	10	43	6	45	10	61	21	60	6	87	30	47	11	88	279
08:45 AM	0	39	7	46	2	32	2	36	24	59	8	91	22	57	16	95	268
Total	2	139	45	186	22	151	26	199	74	260	40	374	123	200	45	368	1127
Grand Total	5	244	78	327	39	226	37	302	146	487	64	697	223	348	77	648	1974
Apprch %	1.5	74.6	23.9		12.9	74.8	12.3		20.9	69.9	9.2		34.4	53.7	11.9		
Total %	0.3	12.4	4.0	16.6	2.0	11.4	1.9	15.3	7.4	24.7	3.2	35.3	11.3	17.6	3.9	32.8	

Start Time	SEABRIGHT AVE Southbound				BROADWAY Westbound				SEABRIGHT AVE Northbound				BROADWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	4	137	48	189	26	138	29	193	75	301	40	416	145	190	36	371	1169
Percent	2.1	72.5	25.4		13.5	71.5	15.0		18.0	72.4	9.6		39.1	51.2	9.7		
07:45	2	37	10	49	6	19	5	30	25	100	8	133	44	47	7	98	310
Peak Factor																	0.943
High Int.	08:15 AM				08:30 AM				07:45 AM				08:00 AM				
Volume	0	37	16	53	6	45	10	61	25	100	8	133	45	47	8	100	
Peak Factor	0.892								0.791				0.782				0.928

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 21PMFINAL
Site Code : 00000021
Start Date : 05/13/2004
Page No : 1

Groups Printed- Unshifted

Start Time	SEABRIGHT AVE Southbound				BROADWAY Westbound				SEABRIGHT AVE Northbound				BROADWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	4	60	12	76	8	39	1	48	18	78	5	101	26	74	20	120	345
04:15 PM	6	66	20	92	9	49	4	62	14	44	12	70	22	61	22	105	329
04:30 PM	0	54	22	76	5	44	5	54	12	53	10	75	22	78	10	110	315
04:45 PM	1	61	16	78	7	49	6	62	15	62	5	82	21	81	20	122	344
Total	11	241	70	322	29	181	16	226	59	237	32	328	91	294	72	457	1333
05:00 PM	1	60	20	81	4	46	1	51	17	45	4	66	20	66	30	116	314
05:15 PM	2	61	20	83	9	32	3	44	11	55	3	69	21	112	38	171	367
05:30 PM	2	68	24	94	7	53	2	62	19	52	3	74	34	83	36	153	383
05:45 PM	7	61	22	90	4	32	3	39	23	44	3	70	32	86	33	151	350
Total	12	250	86	348	24	163	9	196	70	196	13	279	107	347	137	591	1414
Grand Total	23	491	156	670	53	344	25	422	129	433	45	607	198	641	209	1048	2747
Apprch %	3.4	73.3	23.3		12.6	81.5	5.9		21.3	71.3	7.4		18.9	61.2	19.9		
Total %	0.8	17.9	5.7	24.4	1.9	12.5	0.9	15.4	4.7	15.8	1.6	22.1	7.2	23.3	7.6	38.2	

Start Time	SEABRIGHT AVE Southbound				BROADWAY Westbound				SEABRIGHT AVE Northbound				BROADWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	12	250	86	348	24	163	9	196	70	196	13	279	107	347	137	591	1414
Percent	3.4	71.8	24.7		12.2	83.2	4.6		25.1	70.3	4.7		18.1	58.7	23.2		
05:30																	
Volume	2	68	24	94	7	53	2	62	19	52	3	74	34	83	36	153	383
Peak Factor																	0.923
High Int.	05:30 PM				05:30 PM				05:30 PM				05:15 PM				
Volume	2	68	24	94	7	53	2	62	19	52	3	74	21	112	38	171	
Peak Factor	0.926				0.790				0.943				0.864				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 22AMFINAL
Site Code : 00000022
Start Date : 05/18/2004
Page No : 1

Groups Printed- Unshifted

Start Time	HWY 17 Southbound				PLYMOUTH ST Westbound				OCEAN ST Northbound				OCEAN ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	107	36	145	8	13	6	27	45	108	0	153	3	45	41	89	414
07:15 AM	5	142	45	192	7	11	8	26	49	83	0	132	4	58	49	111	461
07:30 AM	7	150	25	182	14	22	6	42	61	79	0	140	7	95	55	157	521
07:45 AM	8	202	17	227	18	31	3	52	55	90	0	145	4	114	115	233	657
Total	22	601	123	746	47	77	23	147	210	360	0	570	18	312	260	590	2053
08:00 AM	4	158	31	193	10	16	4	30	64	109	3	176	5	83	87	175	574
08:15 AM	6	165	28	199	18	17	2	37	55	98	1	154	3	93	95	191	581
08:30 AM	7	164	25	196	12	18	1	31	43	106	3	152	3	85	63	151	530
08:45 AM	2	170	24	196	13	25	6	44	54	89	0	143	4	80	90	174	557
Total	19	657	108	784	53	76	13	142	216	402	7	625	15	341	335	691	2242
Grand Total	41	1258	231	1530	100	153	36	289	426	762	7	1195	33	653	595	1281	4295
Apprch %	2.7	82.2	15.1		34.6	52.9	12.5		35.6	63.8	0.6		2.6	51.0	46.4		
Total %	1.0	29.3	5.4	35.6	2.3	3.6	0.8	6.7	9.9	17.7	0.2	27.8	0.8	15.2	13.9	29.8	

Start Time	HWY 17 Southbound				PLYMOUTH ST Westbound				OCEAN ST Northbound				OCEAN ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	25	689	101	815	58	82	10	150	217	403	7	627	15	375	360	750	2342
Percent	3.1	84.5	12.4		38.7	54.7	6.7		34.6	64.3	1.1		2.0	50.0	48.0		
07:45	8	202	17	227	18	31	3	52	55	90	0	145	4	114	115	233	657
Volume																	0.891
Peak Factor																	
High Int.	07:45 AM				07:45 AM				08:00 AM				07:45 AM				
Volume	8	202	17	227	18	31	3	52	64	109	3	176	4	114	115	233	
Peak Factor				0.898				0.721				0.891				0.805	

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 22PMFINAL
Site Code : 00000022
Start Date : 05/18/2004
Page No : 1

Groups Printed- Unshifted

Start Time	HWY 17 Southbound				PLYMOUTH ST Westbound				OCEAN ST Northbound				OCEAN ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	28	199	58	285	13	20	6	39	70	87	0	157	3	83	67	153	634
04:15 PM	23	182	47	252	23	28	3	54	96	124	1	221	1	74	79	154	681
04:30 PM	20	203	53	276	12	21	3	36	81	99	0	180	5	66	88	159	651
04:45 PM	33	189	45	267	10	24	1	35	91	88	2	181	4	76	100	180	663
Total	104	773	203	1080	58	93	13	164	338	398	3	739	13	299	334	646	2629
05:00 PM	34	230	51	315	22	36	0	58	82	153	1	236	1	65	89	155	764
05:15 PM	36	245	60	341	13	36	4	53	88	96	2	186	7	69	95	171	751
05:30 PM	34	212	49	295	14	31	2	47	79	103	1	183	2	58	66	126	651
05:45 PM	35	203	40	278	12	20	7	39	75	103	0	178	1	61	64	126	621
Total	139	890	200	1229	61	123	13	197	324	455	4	783	11	253	314	578	2787
Grand Total	243	1663	403	2309	119	216	26	361	662	853	7	1522	24	552	648	1224	5416
Apprch %	10.5	72.0	17.5		33.0	59.8	7.2		43.5	56.0	0.5		2.0	45.1	52.9		
Total %	4.5	30.7	7.4	42.6	2.2	4.0	0.5	6.7	12.2	15.7	0.1	28.1	0.4	10.2	12.0	22.6	

Start Time	HWY 17 Southbound				PLYMOUTH ST Westbound				OCEAN ST Northbound				OCEAN ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	123	867	209	1199	57	117	8	182	342	436	5	783	17	276	372	665	2829
Percent	10.3	72.3	17.4		31.3	64.3	4.4		43.7	55.7	0.6		2.6	41.5	55.9		
05:00																	
Volume	34	230	51	315	22	36	0	58	82	153	1	236	1	65	89	155	764
Peak Factor																	0.926
High Int.	05:15 PM				05:00 PM				05:00 PM				04:45 PM				
Volume	36	245	60	341	22	36	0	58	82	153	1	236	4	76	100	180	
Peak Factor	0.879				0.784				0.829				0.924				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 23AMFINAL
Site Code : 00000023
Start Date : 05/25/2004
Page No : 1

Groups Printed- 1 - Unshifted

Start Time	MARKET ST Southbound			WATER ST Westbound			WATER ST Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	5	13	18	122	5	127	3	41	44	189
07:15 AM	14	24	38	130	9	139	9	58	67	244
07:30 AM	13	26	39	204	11	215	13	76	89	343
07:45 AM	14	36	50	240	21	261	11	112	123	434
Total	46	99	145	696	46	742	36	287	323	1210
08:00 AM	34	22	56	220	21	241	19	134	153	450
08:15 AM	19	36	55	234	14	248	14	92	106	409
08:30 AM	12	17	29	198	13	211	16	103	119	359
08:45 AM	8	23	31	185	15	200	26	91	117	348
Total	73	98	171	837	63	900	75	420	495	1566
Grand Total	119	197	316	1533	109	1642	111	707	818	2776
Apprch %	37.7	62.3		93.4	6.6		13.6	86.4		
Total %	4.3	7.1	11.4	55.2	3.9	59.1	4.0	25.5	29.5	

Start Time	MARKET ST Southbound			WATER ST Westbound			WATER ST Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1										
Intersection	07:45 AM									
Volume	79	111	190	892	69	961	60	441	501	1652
Percent	41.6	58.4		92.8	7.2		12.0	88.0		
08:00 Volume	34	22	56	220	21	241	19	134	153	450
Peak Factor										0.918
High Int.	08:00 AM			07:45 AM			08:00 AM			
Volume	34	22	56	240	21	261	19	134	153	
Peak Factor	0.848			0.920			0.819			

Traffic Data Service
 (408) 377-2988
 tdsbay@cs.com

File Name : 23PMFINAL
 Site Code : 00000023
 Start Date : 05/25/2004
 Page No : 1

Groups Printed- Unshifted

Start Time	MARKET ST Southbound			WATER ST Westbound			WATER ST Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	31	23	54	186	26	212	36	243	279	545
04:15 PM	38	21	59	205	11	216	43	263	306	581
04:30 PM	38	30	68	196	21	217	42	267	309	594
04:45 PM	34	18	52	208	17	225	38	243	281	558
Total	141	92	233	795	75	870	159	1016	1175	2278
05:00 PM	51	29	80	209	25	234	33	307	340	654
05:15 PM	47	21	68	225	24	249	37	282	319	636
05:30 PM	50	25	75	186	16	202	39	290	329	606
05:45 PM	33	20	53	193	21	214	28	212	240	507
Total	181	95	276	813	86	899	137	1091	1228	2403
Grand Total	322	187	509	1608	161	1769	296	2107	2403	4681
Apprch %	63.3	36.7		90.9	9.1		12.3	87.7		
Total %	6.9	4.0	10.9	34.4	3.4	37.8	6.3	45.0	51.3	

Start Time	MARKET ST Southbound			WATER ST Westbound			WATER ST Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1										
Intersection	04:45 PM									0.938
Volume	182	93	275	828	82	910	147	1122	1269	
Percent	66.2	33.8		91.0	9.0		11.6	88.4		
05:00 Volume	51	29	80	209	25	234	33	307	340	
Peak Factor										
High Int.	05:00 PM			05:15 PM			05:00 PM			
Volume	51	29	80	225	24	249	33	307	340	
Peak Factor	0.859			0.914			0.933			

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 24AMFINAL
Site Code : 00000024
Start Date : 05/13/2004
Page No : 1

Groups Printed- Unshifted

Start Time	BRANCIFORTE AVE Southbound				WATER ST Westbound				BRANCIFORTE AVE Northbound				WATER ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	5	11	9	25	4	119	7	130	28	4	2	34	6	33	8	47	236
07:15 AM	11	16	24	51	4	145	6	155	32	10	5	47	7	37	11	55	308
07:30 AM	7	25	39	71	6	158	6	170	41	21	12	74	18	55	13	86	401
07:45 AM	12	23	42	77	13	276	2	291	37	21	18	76	19	74	19	112	556
Total	35	75	114	224	27	698	21	746	138	56	37	231	50	199	51	300	1501
08:00 AM	8	26	29	63	21	196	2	219	21	24	16	61	15	79	45	139	482
08:15 AM	10	34	31	75	9	215	11	235	48	20	22	90	13	67	44	124	524
08:30 AM	6	25	22	53	7	260	10	277	50	34	12	96	14	68	37	119	545
08:45 AM	7	27	18	52	7	225	7	239	41	29	11	81	12	59	39	110	482
Total	31	112	100	243	44	896	30	970	160	107	61	328	54	273	165	492	2033
Grand Total	66	187	214	467	71	1594	51	1716	298	163	98	559	104	472	216	792	3534
Apprch %	14.1	40.0	45.8		4.1	92.9	3.0		53.3	29.2	17.5		13.1	59.6	27.3		
Total %	1.9	5.3	6.1	13.2	2.0	45.1	1.4	48.6	8.4	4.6	2.8	15.8	2.9	13.4	6.1	22.4	

Start Time	BRANCIFORTE AVE Southbound				WATER ST Westbound				BRANCIFORTE AVE Northbound				WATER ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	36	108	124	268	50	947	25	1022	156	99	68	323	61	288	145	494	2107
Percent	13.4	40.3	46.3		4.9	92.7	2.4		48.3	30.7	21.1		12.3	58.3	29.4		
07:45	12	23	42	77	13	276	2	291	37	21	18	76	19	74	19	112	556
Volume																	
Peak Factor																	0.947
High Int.	07:45 AM				07:45 AM				08:30 AM				08:00 AM				
Volume	12	23	42	77	13	276	2	291	50	34	12	96	15	79	45	139	
Peak Factor	0.870				0.878				0.841				0.888				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 24PMFINAL
Site Code : 00000024
Start Date : 05/13/2004
Page No : 1

Groups Printed- Unshifted

Start Time	BRANCIFORTE AVE Southbound				WATER ST Westbound				BRANCIFORTE AVE Northbound				WATER ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	10	28	17	55	20	276	8	304	24	49	23	96	43	171	48	262	717
04:15 PM	8	30	22	60	15	262	2	279	30	86	15	131	45	172	56	273	743
04:30 PM	10	28	25	63	10	337	47	394	42	40	5	87	57	187	37	281	825
04:45 PM	11	30	21	62	23	195	11	229	55	44	8	107	45	174	54	273	671
Total	39	116	85	240	68	1070	68	1206	151	219	51	421	190	704	195	1089	2956
05:00 PM	11	31	7	49	12	266	0	278	34	88	14	136	86	198	71	355	818
05:15 PM	6	32	26	64	27	289	3	319	48	63	13	124	69	202	66	337	844
05:30 PM	12	41	26	79	21	198	15	234	38	45	10	93	51	166	52	269	675
05:45 PM	9	32	17	58	18	189	12	219	41	51	12	104	53	152	69	274	655
Total	38	136	76	250	78	942	30	1050	161	247	49	457	259	718	258	1235	2992
Grand Total	77	252	161	490	146	2012	98	2256	312	466	100	878	449	1422	453	2324	5948
Apprch %	15.7	51.4	32.9		6.5	89.2	4.3		35.5	53.1	11.4		19.3	61.2	19.5		
Total %	1.3	4.2	2.7	8.2	2.5	33.8	1.6	37.9	5.2	7.8	1.7	14.8	7.5	23.9	7.6	39.1	

Start Time	BRANCIFORTE AVE Southbound				WATER ST Westbound				BRANCIFORTE AVE Northbound				WATER ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	38	121	79	238	72	1087	61	1220	179	235	40	454	257	761	228	1246	3158
Percent	16.0	50.8	33.2		5.9	89.1	5.0		39.4	51.8	8.8		20.6	61.1	18.3		
05:15																	
Volume	6	32	26	64	27	289	3	319	48	63	13	124	69	202	66	337	844
Peak Factor																	0.935
High Int.	05:15 PM				04:30 PM				05:00 PM				05:00 PM				
Volume	6	32	26	64	10	337	47	394	34	88	14	136	86	198	71	355	
Peak Factor	0.930				0.774				0.835				0.877				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 25AMFINAL
Site Code : 00000025
Start Date : 05/26/2004
Page No : 1

Groups Printed- Group 1

Start Time	POPLAR AVE Southbound			WATER ST Westbound				WATER ST Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Right	App. Total	
Factor	1.0	1.0		1.0	1.0	1.0		1.0	1.0		
07:00 AM	0	7	7	63	93	1	157	1	29	30	194
07:15 AM	0	6	6	73	113	5	191	6	27	33	230
07:30 AM	1	11	12	109	204	5	318	10	42	52	382
07:45 AM	4	22	26	174	224	10	408	27	65	92	526
Total	5	46	51	419	634	21	1074	44	163	207	1332
08:00 AM	10	32	42	157	177	10	344	24	56	80	466
08:15 AM	4	14	18	142	177	7	326	10	42	52	396
08:30 AM	1	6	7	133	165	3	301	19	41	60	368
08:45 AM	0	4	4	211	139	4	354	18	61	79	437
Total	15	56	71	643	658	24	1325	71	200	271	1667
Grand Total	20	102	122	1062	1292	45	2399	115	363	478	2999
Apprch %	16.4	83.6		44.3	53.9	1.9		24.1	75.9		
Total %	0.7	3.4	4.1	35.4	43.1	1.5	80.0	3.8	12.1	15.9	

Start Time	POPLAR AVE Southbound			WATER ST Westbound				WATER ST Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1											
Intersection	07:30 AM										
Volume	19	79	98	582	782	32	1396	71	205	276	1770
Percent	19.4	80.6		41.7	56.0	2.3		25.7	74.3		
07:45 Volume	4	22	26	174	224	10	408	27	65	92	526
Peak Factor											0.841
High Int.	08:00 AM			07:45 AM				07:45 AM			
Volume	10	32	42	174	224	10	408	27	65	92	
Peak Factor	0.583						0.855			0.750	

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 25PMFINAL
Site Code : 00000025
Start Date : 05/26/2004
Page No : 1

Groups Printed- Unshifted

Start Time	POPLAR AVE Southbound			WATER ST Westbound				WATER ST Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Right	App. Total	
Factor	1.0	1.0		1.0	1.0	1.0		1.0	1.0		
04:00 PM	5	16	21	124	188	20	332	24	161	185	538
04:15 PM	4	18	22	151	198	27	376	33	141	174	572
04:30 PM	2	14	16	142	174	14	330	22	129	151	497
04:45 PM	6	19	25	156	216	11	383	28	136	164	572
Total	17	67	84	573	776	72	1421	107	567	674	2179
05:00 PM	9	21	30	146	206	15	367	21	165	186	583
05:15 PM	5	12	17	144	206	21	371	31	144	175	563
05:30 PM	3	15	18	149	204	14	367	28	144	172	557
05:45 PM	1	19	20	143	188	17	348	37	160	197	565
Total	18	67	85	582	804	67	1453	117	613	730	2268
Grand Total	35	134	169	1155	1580	139	2874	224	1180	1404	4447
Apprch %	20.7	79.3		40.2	55.0	4.8		16.0	84.0		
Total %	0.8	3.0	3.8	26.0	35.5	3.1	64.6	5.0	26.5	31.6	

Start Time	POPLAR AVE Southbound			WATER ST Westbound				WATER ST Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1											
Intersection	04:45 PM										
Volume	23	67	90	595	832	61	1488	108	589	697	2275
Percent	25.6	74.4		40.0	55.9	4.1		15.5	84.5		
05:00 Volume	9	21	30	146	206	15	367	21	165	186	583
Peak Factor											0.976
High Int.	05:00 PM			04:45 PM				05:00 PM			
Volume	9	21	30	156	216	11	383	21	165	186	
Peak Factor			0.750				0.971			0.937	

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 26AM
Site Code : 00000026
Start Date : 05/18/2004
Page No : 1

Groups Printed- Unshifted

Start Time	POPLAR AVE Southbound			SOQUEL AVE Eastbound		Int. Total
	Left	Right	App. Total	Thru	App. Total	
Factor	1.0	1.0		1.0		
07:00 AM	38	60	98	65	65	163
07:15 AM	36	89	125	82	82	207
07:30 AM	49	109	158	123	123	281
07:45 AM	65	121	186	137	137	323
Total	188	379	567	407	407	974
08:00 AM	75	148	223	118	118	341
08:15 AM	72	104	176	136	136	312
08:30 AM	77	127	204	149	149	353
08:45 AM	79	137	216	125	125	341
Total	303	516	819	528	528	1347
Grand Total	491	895	1386	935	935	2321
Apprch %	35.4	64.6		100.0		
Total %	21.2	38.6	59.7	40.3	40.3	

Start Time	POPLAR AVE Southbound			SOQUEL AVE Eastbound		Int. Total
	Left	Right	App. Total	Thru	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1						
Intersection	08:00 AM					
Volume	303	516	819	528	528	1347
Percent	37.0	63.0		100.0		
08:30 Volume	77	127	204	149	149	353
Peak Factor						0.954
High Int.	08:00 AM			08:30 AM		
Volume	75	148	223	149	149	
Peak Factor	0.918			0.886		

Traffic Data Service
 (408) 377-2988
 tdsbay@cs.com

File Name : 26PMFINAL
 Site Code : 00000026
 Start Date : 05/18/2004
 Page No : 1

Groups Printed- Unshifted

Start Time	POPLAR AVE Southbound			SOQUEL AVE Eastbound		Int. Total
	Left	Right	App. Total	Thru	App. Total	
Factor	1.0	1.0		1.0		
04:00 PM	139	153	292	209	209	501
04:15 PM	164	148	312	189	189	501
04:30 PM	140	142	282	209	209	491
04:45 PM	145	150	295	211	211	506
Total	588	593	1181	818	818	1999
05:00 PM	164	152	316	217	217	533
05:15 PM	163	149	312	244	244	556
05:30 PM	145	171	316	183	183	499
05:45 PM	158	126	284	177	177	461
Total	630	598	1228	821	821	2049
Grand Total	1218	1191	2409	1639	1639	4048
Apprch %	50.6	49.4		100.0		
Total %	30.1	29.4	59.5	40.5	40.5	

Start Time	POPLAR AVE Southbound			SOQUEL AVE Eastbound		Int. Total
	Left	Right	App. Total	Thru	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1						
Intersection	04:45 PM					
Volume	617	622	1239	855	855	2094
Percent	49.8	50.2		100.0		
05:15 Volume	163	149	312	244	244	556
Peak Factor						0.942
High Int.	05:00 PM			05:15 PM		
Volume	164	152	316	244	244	
Peak Factor						0.876

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 27AMFINAL
Site Code : 00000027
Start Date : 05/20/2004
Page No : 1

Groups Printed- Group 1

Start Time	BRANCIFORTE AVE Southbound				SOQUEL AVE Westbound				BRANCIFORTE AVE Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	8	10	19	11	48	0	59	7	12	10	29	2	20	3	25	132
07:15 AM	8	13	7	28	14	49	2	65	2	13	8	23	2	36	4	42	158
07:30 AM	0	12	4	16	13	66	4	83	13	17	10	40	12	35	3	50	189
07:45 AM	4	21	10	35	16	101	2	119	10	29	8	47	15	58	4	77	278
Total	13	54	31	98	54	264	8	326	32	71	36	139	31	149	14	194	757
08:00 AM	10	28	14	52	20	105	4	129	12	39	9	60	11	51	6	68	309
08:15 AM	7	19	21	47	15	95	3	113	5	27	9	41	8	52	5	65	266
08:30 AM	9	25	11	45	17	56	1	74	15	17	14	46	6	50	5	61	226
08:45 AM	14	17	9	40	17	86	4	107	13	22	23	58	8	39	3	50	255
Total	40	89	55	184	69	342	12	423	45	105	55	205	33	192	19	244	1056
Grand Total	53	143	86	282	123	606	20	749	77	176	91	344	64	341	33	438	1813
Apprch %	18.8	50.7	30.5		16.4	80.9	2.7		22.4	51.2	26.5		14.6	77.9	7.5		
Total %	2.9	7.9	4.7	15.6	6.8	33.4	1.1	41.3	4.2	9.7	5.0	19.0	3.5	18.8	1.8	24.2	

Start Time	BRANCIFORTE AVE Southbound				SOQUEL AVE Westbound				BRANCIFORTE AVE Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	30	93	56	179	68	357	10	435	42	112	40	194	40	211	20	271	1079
Percent	16.8	52.0	31.3		15.6	82.1	2.3		21.6	57.7	20.6		14.8	77.9	7.4		
08:00																	
Volume	10	28	14	52	20	105	4	129	12	39	9	60	11	51	6	68	309
Peak Factor																	0.873
High Int.	08:00 AM				08:00 AM				08:00 AM				07:45 AM				
Volume	10	28	14	52	20	105	4	129	12	39	9	60	15	58	4	77	
Peak Factor	0.861				0.843				0.808				0.880				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 27PMFINAL
Site Code : 00000027
Start Date : 05/20/2004
Page No : 1

Groups Printed- Group 1

Start Time	BRANCIFORTE AVE Southbound				SOQUEL AVE Westbound				BRANCIFORTE AVE Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	13	37	14	64	25	92	5	122	9	24	15	48	22	159	5	186	420
04:15 PM	11	41	18	70	36	97	7	140	9	21	12	42	20	161	6	187	439
04:30 PM	10	28	17	55	24	93	1	118	5	32	17	54	22	183	5	210	437
04:45 PM	20	28	18	66	16	99	2	117	10	20	10	40	15	120	8	143	366
Total	54	134	67	255	101	381	15	497	33	97	54	184	79	623	24	726	1662
05:00 PM	13	36	19	68	25	96	1	122	7	23	9	39	20	156	8	184	413
05:15 PM	18	30	29	77	21	102	2	125	8	37	14	59	31	154	16	201	462
05:30 PM	12	37	16	65	25	93	8	126	12	27	11	50	26	157	6	189	430
05:45 PM	16	29	17	62	17	88	4	109	9	19	12	40	24	117	7	148	359
Total	59	132	81	272	88	379	15	482	36	106	46	188	101	584	37	722	1664
Grand Total	113	266	148	527	189	760	30	979	69	203	100	372	180	1207	61	1448	3326
Apprch %	21.4	50.5	28.1		19.3	77.6	3.1		18.5	54.6	26.9		12.4	83.4	4.2		
Total %	3.4	8.0	4.4	15.8	5.7	22.9	0.9	29.4	2.1	6.1	3.0	11.2	5.4	36.3	1.8	43.5	

Start Time	BRANCIFORTE AVE Southbound				SOQUEL AVE Westbound				BRANCIFORTE AVE Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	61	122	83	266	86	390	6	482	30	112	50	192	88	613	37	738	1678
Percent	22.9	45.9	31.2		17.8	80.9	1.2		15.6	58.3	26.0		11.9	83.1	5.0		
05:15	18	30	29	77	21	102	2	125	8	37	14	59	31	154	16	201	462
Peak Factor																	0.908
High Int.	05:15 PM				05:15 PM				05:15 PM				04:30 PM				
Volume	18	30	29	77	21	102	2	125	8	37	14	59	22	183	5	210	
Peak Factor	0.864				0.964				0.814				0.879				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 28AMFINAL
Site Code : 00000028
Start Date : 05/12/2004
Page No : 1

Groups Printed- Unshifted

Start Time	SOQUEL AVE Westbound			FREDERICK ST Northbound			SOQUEL AVE Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	19	72	91	13	20	33	69	14	83	207
07:15 AM	21	137	158	24	42	66	65	15	80	304
07:30 AM	35	180	215	28	44	72	92	20	112	399
07:45 AM	37	238	275	34	65	99	107	35	142	516
Total	112	627	739	99	171	270	333	84	417	1426
08:00 AM	35	240	275	25	59	84	140	16	156	515
08:15 AM	43	237	280	30	73	103	115	14	129	512
08:30 AM	41	209	250	31	57	88	114	17	131	469
08:45 AM	52	225	277	43	55	98	80	26	106	481
Total	171	911	1082	129	244	373	449	73	522	1977
Grand Total	283	1538	1821	228	415	643	782	157	939	3403
Apprch %	15.5	84.5		35.5	64.5		83.3	16.7		
Total %	8.3	45.2	53.5	6.7	12.2	18.9	23.0	4.6	27.6	

Start Time	SOQUEL AVE Westbound			FREDERICK ST Northbound			SOQUEL AVE Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1										
Intersection	07:45 AM									
Volume	156	924	1080	120	254	374	476	82	558	2012
Percent	14.4	85.6		32.1	67.9		85.3	14.7		
07:45 Volume	37	238	275	34	65	99	107	35	142	516
Peak Factor										0.975
High Int.	08:15 AM			08:15 AM			08:00 AM			
Volume	43	237	280	30	73	103	140	16	156	
Peak Factor			0.964			0.908			0.894	

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 28PMFINAL
Site Code : 00000028
Start Date : 05/12/2004
Page No : 1

Groups Printed- Unshifted

Start Time	SOQUEL AVE Westbound			FREDERICK ST Northbound			SOQUEL AVE Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	44	189	233	18	73	91	201	20	221	545
04:15 PM	43	205	248	58	73	131	273	42	315	694
04:30 PM	40	217	257	38	92	130	311	24	335	722
04:45 PM	49	222	271	44	84	128	241	57	298	697
Total	176	833	1009	158	322	480	1026	143	1169	2658
05:00 PM	47	223	270	66	80	146	347	95	442	858
05:15 PM	49	217	266	68	71	139	344	56	400	805
05:30 PM	51	198	249	20	80	100	445	74	519	868
05:45 PM	41	203	244	50	78	128	406	36	442	814
Total	188	841	1029	204	309	513	1542	261	1803	3345
Grand Total	364	1674	2038	362	631	993	2568	404	2972	6003
Apprch %	17.9	82.1		36.5	63.5		86.4	13.6		
Total %	6.1	27.9	33.9	6.0	10.5	16.5	42.8	6.7	49.5	

Start Time	SOQUEL AVE Westbound			FREDERICK ST Northbound			SOQUEL AVE Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1										
Intersection	05:00 PM									
Volume	188	841	1029	204	309	513	1542	261	1803	3345
Percent	18.3	81.7		39.8	60.2		85.5	14.5		
05:30 Volume	51	198	249	20	80	100	445	74	519	868
Peak Factor										0.963
High Int.	05:00 PM			05:00 PM			05:30 PM			
Volume	47	223	270	66	80	146	445	74	519	
Peak Factor			0.953			0.878			0.868	

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 29AMFINAL
Site Code : 00000029
Start Date : 05/25/2004
Page No : 1

Groups Printed- Unshifted

Start Time	MORRISSEY BLVD Southbound				FAIRMOUNT AVE Westbound				MORRISSEY BLVD Northbound				FAIRMOUNT AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	5	99	21	125	4	2	10	16	2	80	4	86	14	5	11	30	257
07:15 AM	5	148	37	190	6	6	14	26	2	131	3	136	32	11	37	80	432
07:30 AM	3	143	41	187	7	8	34	49	3	177	5	185	14	8	39	61	482
07:45 AM	4	136	41	181	4	13	35	52	6	184	2	192	37	21	50	108	533
Total	17	526	140	683	21	29	93	143	13	572	14	599	97	45	137	279	1704
08:00 AM	9	152	39	200	3	7	26	36	9	174	5	188	57	18	60	135	559
08:15 AM	5	142	41	188	3	6	18	27	5	168	2	175	45	28	55	128	518
08:30 AM	9	129	35	173	7	5	21	33	4	127	1	132	21	26	48	95	433
08:45 AM	9	136	37	182	3	8	17	28	2	135	1	138	21	20	67	108	456
Total	32	559	152	743	16	26	82	124	20	604	9	633	144	92	230	466	1966
Grand Total	49	1085	292	1426	37	55	175	267	33	1176	23	1232	241	137	367	745	3670
Apprch %	3.4	76.1	20.5		13.9	20.6	65.5		2.7	95.5	1.9		32.3	18.4	49.3		
Total %	1.3	29.6	8.0	38.9	1.0	1.5	4.8	7.3	0.9	32.0	0.6	33.6	6.6	3.7	10.0	20.3	

Start Time	MORRISSEY BLVD Southbound				FAIRMOUNT AVE Westbound				MORRISSEY BLVD Northbound				FAIRMOUNT AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	21	573	162	756	17	34	113	164	23	703	14	740	153	75	204	432	2092
Percent	2.8	75.8	21.4		10.4	20.7	68.9		3.1	95.0	1.9		35.4	17.4	47.2		
08:00	9	152	39	200	3	7	26	36	9	174	5	188	57	18	60	135	559
Peak Factor																	0.936
High Int.	08:00 AM				07:45 AM				07:45 AM				08:00 AM				
Volume	9	152	39	200	4	13	35	52	6	184	2	192	57	18	60	135	
Peak Factor	0.945				0.788				0.964				0.800				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 29PMFINAL
Site Code : 00000029
Start Date : 05/25/2004
Page No : 1

Groups Printed- Unshifted

Start Time	MORRISSEY BLVD Southbound				FAIRMOUNT AVE Westbound				MORRISSEY BLVD Northbound				FAIRMOUNT AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	5	70	18	93	3	3	8	14	3	92	4	99	13	14	32	59	265
04:15 PM	7	138	39	184	4	17	11	32	10	126	7	143	42	30	51	123	482
04:30 PM	10	149	29	188	5	9	15	29	15	129	8	152	25	29	49	103	472
04:45 PM	11	162	23	196	2	12	19	33	11	152	7	170	46	30	41	117	516
Total	33	519	109	661	14	41	53	108	39	499	26	564	126	103	173	402	1735
05:00 PM	8	127	44	179	4	15	12	31	11	148	7	166	39	30	67	136	512
05:15 PM	16	149	31	196	4	16	26	46	16	152	7	175	45	34	45	124	541
05:30 PM	7	131	27	165	4	1	16	21	3	128	1	132	34	32	62	128	446
05:45 PM	12	136	31	179	2	9	18	29	6	110	3	119	39	35	60	134	461
Total	43	543	133	719	14	41	72	127	36	538	18	592	157	131	234	522	1960
Grand Total	76	1062	242	1380	28	82	125	235	75	1037	44	1156	283	234	407	924	3695
Apprch %	5.5	77.0	17.5		11.9	34.9	53.2		6.5	89.7	3.8		30.6	25.3	44.0		
Total %	2.1	28.7	6.5	37.3	0.8	2.2	3.4	6.4	2.0	28.1	1.2	31.3	7.7	6.3	11.0	25.0	

Start Time	MORRISSEY BLVD Southbound				FAIRMOUNT AVE Westbound				MORRISSEY BLVD Northbound				FAIRMOUNT AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	45	587	127	759	15	52	72	139	53	581	29	663	155	123	202	480	2041
Percent	5.9	77.3	16.7		10.8	37.4	51.8		8.0	87.6	4.4		32.3	25.6	42.1		
05:15	16	149	31	196	4	16	26	46	16	152	7	175	45	34	45	124	541
Peak Factor																	0.943
High Int.	04:45 PM				05:15 PM				05:15 PM				05:00 PM				
Volume	11	162	23	196	4	16	26	46	16	152	7	175	39	30	67	136	
Peak Factor	0.968				0.755				0.947				0.882				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 30AMFINAL
Site Code : 00000030
Start Date : 05/25/2004
Page No : 1

Groups Printed- Group 1

Start Time	PACHECO AVE Southbound				MORRISSEY BLVD Westbound				MORRISSEY BLVD Northbound				ROONEY ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	7	5	14	8	13	0	21	9	13	1	23	2	32	5	39	97
07:15 AM	1	3	4	8	29	24	2	55	10	13	2	25	5	66	13	84	172
07:30 AM	1	13	10	24	19	14	1	34	7	6	3	16	3	23	6	32	106
07:45 AM	0	8	3	11	29	27	0	56	9	5	3	17	9	58	9	76	160
Total	4	31	22	57	85	78	3	166	35	37	9	81	19	179	33	231	535
08:00 AM	0	11	4	15	48	44	0	92	11	5	9	25	29	83	6	118	250
08:15 AM	0	12	10	22	45	60	1	106	14	10	9	33	30	62	9	101	262
08:30 AM	1	7	2	10	32	35	0	67	16	13	4	33	7	21	4	32	142
08:45 AM	0	4	3	7	17	9	0	26	13	23	5	41	8	25	3	36	110
Total	1	34	19	54	142	148	1	291	54	51	27	132	74	191	22	287	764
Grand Total	5	65	41	111	227	226	4	457	89	88	36	213	93	370	55	518	1299
Apprch %	4.5	58.6	36.9		49.7	49.5	0.9		41.8	41.3	16.9		18.0	71.4	10.6		
Total %	0.4	5.0	3.2	8.5	17.5	17.4	0.3	35.2	6.9	6.8	2.8	16.4	7.2	28.5	4.2	39.9	

Start Time	PACHECO AVE Southbound				MORRISSEY BLVD Westbound				MORRISSEY BLVD Northbound				ROONEY ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	1	38	19	58	154	166	1	321	50	33	25	108	75	224	28	327	814
Percent	1.7	65.5	32.8		48.0	51.7	0.3		46.3	30.6	23.1		22.9	68.5	8.6		
08:15	0	12	10	22	45	60	1	106	14	10	9	33	30	62	9	101	262
Volume																	
Peak Factor																	0.777
High Int.	08:15 AM				08:15 AM				08:15 AM				08:00 AM				
Volume	0	12	10	22	45	60	1	106	14	10	9	33	29	83	6	118	
Peak Factor	0.659				0.757				0.818				0.693				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 30PMFINAL
Site Code : 00000030
Start Date : 05/25/2004
Page No : 1

Groups Printed- Group 1

Start Time	PACHECO AVE Southbound				MORRISSEY BLVD Westbound				MORRISSEY BLVD Northbound				ROONEY ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	5	2	7	9	12	0	21	27	13	10	50	10	60	15	85	163
04:15 PM	1	2	3	6	13	19	1	33	24	8	8	40	11	67	15	93	172
04:30 PM	0	4	4	8	13	15	0	28	22	10	5	37	9	78	12	99	172
04:45 PM	0	8	4	12	14	14	0	28	20	7	7	34	19	102	19	140	214
Total	1	19	13	33	49	60	1	110	93	38	30	161	49	307	61	417	721
05:00 PM	1	5	1	7	11	10	0	21	16	7	7	30	5	90	13	108	166
05:15 PM	1	4	1	6	6	13	0	19	14	11	8	33	10	114	15	139	197
05:30 PM	0	5	4	9	7	14	0	21	37	6	9	52	11	103	19	133	215
05:45 PM	0	5	3	8	9	12	1	22	18	10	4	32	16	91	4	111	173
Total	2	19	9	30	33	49	1	83	85	34	28	147	42	398	51	491	751
Grand Total	3	38	22	63	82	109	2	193	178	72	58	308	91	705	112	908	1472
Apprch %	4.8	60.3	34.9		42.5	56.5	1.0		57.8	23.4	18.8		10.0	77.6	12.3		
Total %	0.2	2.6	1.5	4.3	5.6	7.4	0.1	13.1	12.1	4.9	3.9	20.9	6.2	47.9	7.6	61.7	

Start Time	PACHECO AVE Southbound				MORRISSEY BLVD Westbound				MORRISSEY BLVD Northbound				ROONEY ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	2	22	10	34	38	51	0	89	87	31	31	149	45	409	66	520	792
Percent	5.9	64.7	29.4		42.7	57.3	0.0		58.4	20.8	20.8		8.7	78.7	12.7		
05:30	0	5	4	9	7	14	0	21	37	6	9	52	11	103	19	133	215
Volume																	
Peak Factor																	0.921
High Int.	04:45 PM				04:45 PM				05:30 PM				04:45 PM				
Volume	0	8	4	12	14	14	0	28	37	6	9	52	19	102	19	140	
Peak Factor	0.708				0.795				0.716				0.929				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 31AMFINAL
Site Code : 00000031
Start Date : 05/12/2004
Page No : 1

Groups Printed- Group 1

Start Time	DRIVEWAY Southbound				SOQUEL AVE Westbound				CAPITOLA RD Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	2	0	2	4	6	55	8	69	65	3	6	74	0	58	35	93	240
07:15 AM	7	2	2	11	7	73	7	87	82	4	14	100	0	112	32	144	342
07:30 AM	3	0	2	5	2	98	6	106	127	5	5	137	2	89	53	144	392
07:45 AM	4	1	1	6	3	151	7	161	155	4	15	174	1	120	67	188	529
Total	16	3	7	26	18	377	28	423	429	16	40	485	3	379	187	569	1503
08:00 AM	8	4	3	15	14	149	15	178	162	5	25	192	8	132	77	217	602
08:15 AM	10	1	2	13	36	121	21	178	124	6	34	164	10	148	80	238	593
08:30 AM	8	3	8	19	7	120	25	152	145	9	12	166	5	113	88	206	543
08:45 AM	3	5	2	10	6	147	15	168	130	6	3	139	5	107	60	172	489
Total	29	13	15	57	63	537	76	676	561	26	74	661	28	500	305	833	2227
Grand Total	45	16	22	83	81	914	104	1099	990	42	114	1146	31	879	492	1402	3730
Apprch %	54.2	19.3	26.5		7.4	83.2	9.5		86.4	3.7	9.9		2.2	62.7	35.1		
Total %	1.2	0.4	0.6	2.2	2.2	24.5	2.8	29.5	26.5	1.1	3.1	30.7	0.8	23.6	13.2	37.6	

Start Time	DRIVEWAY Southbound				SOQUEL AVE Westbound				CAPITOLA RD Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	30	9	14	53	60	541	68	669	586	24	86	696	24	513	312	849	2267
Percent	56.6	17.0	26.4		9.0	80.9	10.2		84.2	3.4	12.4		2.8	60.4	36.7		
08:00	8	4	3	15	14	149	15	178	162	5	25	192	8	132	77	217	602
Peak Factor	0.941																
High Int.	08:30 AM				08:00 AM				08:00 AM				08:15 AM				
Volume	8	3	8	19	14	149	15	178	162	5	25	192	10	148	80	238	
Peak Factor	0.697				0.940				0.906				0.892				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 31PMFINAL
Site Code : 00000031
Start Date : 05/12/2004
Page No : 1

Groups Printed- Group 1

Start Time	DRIVEWAY Southbound				SOQUEL AVE Westbound				CAPITOLA RD Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	3	6	8	17	15	123	9	147	134	5	4	143	4	180	179	363	670
04:15 PM	13	3	6	22	27	102	13	142	117	6	11	134	5	182	171	358	656
04:30 PM	13	3	9	25	12	119	10	141	104	4	12	120	6	238	199	443	729
04:45 PM	11	8	7	26	15	115	6	136	149	1	9	159	14	217	180	411	732
Total	40	20	30	90	69	459	38	566	504	16	36	556	29	817	729	1575	2787
05:00 PM	5	9	4	18	16	138	8	162	149	3	7	159	1	212	178	391	730
05:15 PM	14	10	6	30	17	140	5	162	115	6	8	129	5	224	210	439	760
05:30 PM	9	4	5	18	11	140	4	155	115	2	7	124	4	239	207	450	747
05:45 PM	3	4	2	9	13	114	2	129	128	2	6	136	2	195	208	405	679
Total	31	27	17	75	57	532	19	608	507	13	28	548	12	870	803	1685	2916
Grand Total	71	47	47	165	126	991	57	1174	1011	29	64	1104	41	1687	1532	3260	5703
Approch %	43.0	28.5	28.5		10.7	84.4	4.9		91.6	2.6	5.8		1.3	51.7	47.0		
Total %	1.2	0.8	0.8	2.9	2.2	17.4	1.0	20.6	17.7	0.5	1.1	19.4	0.7	29.6	26.9	57.2	

Start Time	DRIVEWAY Southbound				SOQUEL AVE Westbound				CAPITOLA RD Northbound				SOQUEL AVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	39	31	22	92	59	533	23	615	528	12	31	571	24	892	775	1691	2969
Percent	42.4	33.7	23.9		9.6	86.7	3.7		92.5	2.1	5.4		1.4	52.7	45.8		
05:15	14	10	6	30	17	140	5	162	115	6	8	129	5	224	210	439	760
Peak Factor	0.977																
High Int.	05:15 PM				05:00 PM				04:45 PM				05:30 PM				
Volume	14	10	6	30	16	138	8	162	149	1	9	159	4	239	207	450	
Peak Factor	0.767				0.949				0.898				0.939				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 32AMFINAL
Site Code : 00000032
Start Date : 05/26/2004
Page No : 1

Groups Printed- Unshifted

Start Time	CENTER ST Southbound				LAUREL ST Westbound				CENTER ST Northbound				LAUREL ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	3	4	5	12	1	61	3	65	7	7	2	16	4	60	11	75	168
07:15 AM	1	7	4	12	4	66	12	82	12	4	3	19	1	52	17	70	183
07:30 AM	5	7	4	16	8	99	9	116	9	13	9	31	2	76	13	91	254
07:45 AM	2	15	4	21	7	137	15	159	13	12	1	26	3	117	28	148	354
Total	11	33	17	61	20	363	39	422	41	36	15	92	10	305	69	384	959
08:00 AM	4	8	5	17	9	121	13	143	10	19	8	37	2	97	22	121	318
08:15 AM	7	8	17	32	20	93	12	125	16	9	10	35	6	106	18	130	322
08:30 AM	5	7	7	19	11	103	4	118	8	10	1	19	9	95	16	120	276
08:45 AM	6	5	11	22	6	115	12	133	13	20	10	43	3	119	15	137	335
Total	22	28	40	90	46	432	41	519	47	58	29	134	20	417	71	508	1251
Grand Total	33	61	57	151	66	795	80	941	88	94	44	226	30	722	140	892	2210
Apprch %	21.9	40.4	37.7		7.0	84.5	8.5		38.9	41.6	19.5		3.4	80.9	15.7		
Total %	1.5	2.8	2.6	6.8	3.0	36.0	3.6	42.6	4.0	4.3	2.0	10.2	1.4	32.7	6.3	40.4	

Start Time	CENTER ST Southbound				LAUREL ST Westbound				CENTER ST Northbound				LAUREL ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	18	38	33	89	47	454	44	545	47	50	20	117	20	415	84	519	1270
Percent	20.2	42.7	37.1		8.6	83.3	8.1		40.2	42.7	17.1		3.9	80.0	16.2		
07:45	2	15	4	21	7	137	15	159	13	12	1	26	3	117	28	148	354
Peak Factor																	0.897
High Int.	08:15 AM				07:45 AM				08:00 AM				07:45 AM				
Volume	7	8	17	32	7	137	15	159	10	19	8	37	3	117	28	148	
Peak Factor	0.695				0.857				0.791				0.877				

Traffic Data Service
(408) 377-2988
tdsbay@cs.com

File Name : 32PMFINAL
Site Code : 00000032
Start Date : 05/26/2004
Page No : 1

Groups Printed- Unshifted

Start Time	CENTER ST Southbound				LAUREL ST Westbound				CENTER ST Northbound				LAUREL ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	19	17	15	51	7	119	14	140	4	6	5	15	8	175	32	215	421
04:15 PM	24	30	18	72	11	126	8	145	10	6	6	22	11	179	18	208	447
04:30 PM	23	26	17	66	12	151	17	180	10	13	14	37	6	174	24	204	487
04:45 PM	23	20	13	56	9	137	6	152	8	11	9	28	11	160	22	193	429
Total	89	93	63	245	39	533	45	617	32	36	34	102	36	688	96	820	1784
05:00 PM	30	27	11	68	7	123	17	147	7	12	5	24	8	201	26	235	474
05:15 PM	16	18	16	50	1	143	9	153	10	12	10	32	5	149	31	185	420
05:30 PM	19	15	9	43	2	146	13	161	7	12	7	26	18	153	21	192	422
05:45 PM	9	23	10	42	9	161	8	178	13	11	9	33	10	153	21	184	437
Total	74	83	46	203	19	573	47	639	37	47	31	115	41	656	99	796	1753
Grand Total	163	176	109	448	58	1106	92	1256	69	83	65	217	77	1344	195	1616	3537
Apprch %	36.4	39.3	24.3		4.6	88.1	7.3		31.8	38.2	30.0		4.8	83.2	12.1		
Total %	4.6	5.0	3.1	12.7	1.6	31.3	2.6	35.5	2.0	2.3	1.8	6.1	2.2	38.0	5.5	45.7	

Start Time	CENTER ST Southbound				LAUREL ST Westbound				CENTER ST Northbound				LAUREL ST Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	100	103	59	262	39	537	48	624	35	42	34	111	36	714	90	840	1837
Percent	38.2	39.3	22.5		6.3	86.1	7.7		31.5	37.8	30.6		4.3	85.0	10.7		
04:30 Volume	23	26	17	66	12	151	17	180	10	13	14	37	6	174	24	204	487
Peak Factor																	0.943
High Int.	04:15 PM				04:30 PM				04:30 PM				05:00 PM				
Volume	24	30	18	72	12	151	17	180	10	13	14	37	8	201	26	235	
Peak Factor	0.910				0.867				0.750				0.894				

UC Santa Cruz LRDP EIR
2010 No Project
AM & PM Level of Service Worksheets

2010 AM No Project + Campus Growth

Scenario Report

Scenario: 2010 AM NP + Campus Growth
Command: 2010 AM No Project (+Campus Growth)
Volume: 2010 AM No Project
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: 2010 LRDP AM
Trip Distribution: 2010 Campus Growth
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

2010 AM No Project + Campus Growth

Trip Generation Report

Forecast for 2010 Campus Trips AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	South of Cam	1.00	Campus Trips	1.00	0.00	1	0	1	0.5
	Zone 1 Subtotal					1	0	1	0.5
3	West Remote	1.00	Campus Trips	31.00	10.00	31	10	41	19.6
	Zone 3 Subtotal					31	10	41	19.6
7	South of Hel	1.00	Campus Trips	5.00	2.00	5	2	7	3.3
	Zone 7 Subtotal					5	2	7	3.3
8	North of Hel	1.00	Campus Trips	25.00	8.00	25	8	33	15.8
	Zone 8 Subtotal					25	8	33	15.8
10	North Centra	1.00	Campus Trips	7.00	2.00	7	2	9	4.3
	Zone 10 Subtotal					7	2	9	4.3
11	Chinquapin	1.00	Campus Trips	7.00	2.00	7	2	9	4.3
	Zone 11 Subtotal					7	2	9	4.3
12	Northeast Ca	1.00	Campus Trips	14.00	5.00	14	5	19	9.1
	Zone 12 Subtotal					14	5	19	9.1
13	Union	1.00	Campus Trips	4.00	1.00	4	1	5	2.4
	Zone 13 Subtotal					4	1	5	2.4
14	East Remote	1.00	Campus Trips	32.00	11.00	32	11	43	20.6
	Zone 14 Subtotal					32	11	43	20.6
15	Campus Facil	1.00	Campus Trips	4.00	1.00	4	1	5	2.4
	Zone 15 Subtotal					4	1	5	2.4
17	Central Camp	1.00	Campus Trips	11.00	4.00	11	4	15	7.2
	Zone 17 Subtotal					11	4	15	7.2
19	Northeast Ca	1.00	Campus Trips	9.00	3.00	9	3	12	5.7
	Zone 19 Subtotal					9	3	12	5.7
21	South of Coo	1.00	Campus Trips	4.00	1.00	4	1	5	2.4
	Zone 21 Subtotal					4	1	5	2.4
22	Bay/High Ent	1.00	Campus Trips	4.00	1.00	4	1	5	2.4
	Zone 22 Subtotal					4	1	5	2.4
TOTAL						158	51	209	100.0

 2010 AM No Project + Campus Growth

Trip Distribution Report

Percent Of Trips Campus Trips

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
3	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
7	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
8	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
10	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
11	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
12	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
13	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
14	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
15	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
19	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
21	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
22	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	21	23
1	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
3	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
7	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
8	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
10	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
11	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
12	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
13	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
14	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
15	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
19	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
21	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
22	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	27	28	29	30	31	32	33	34
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

 2010 AM No Project + Campus Growth

Zone	To Gates										
	24	25	26	27	28	29	30	31	32	33	34
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates				
	35	36	37	38	39
1	0.0	0.0	25.0	1.0	7.0
3	0.0	0.0	25.0	1.0	7.0
7	0.0	0.0	25.0	1.0	7.0
8	0.0	0.0	25.0	1.0	7.0
10	0.0	0.0	25.0	1.0	7.0
11	0.0	0.0	25.0	1.0	7.0
12	0.0	0.0	25.0	1.0	7.0
13	0.0	0.0	25.0	1.0	7.0
14	0.0	0.0	25.0	1.0	7.0
15	0.0	0.0	25.0	1.0	7.0
16	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	25.0	1.0	7.0
19	0.0	0.0	25.0	1.0	7.0
21	0.0	0.0	25.0	1.0	7.0
22	0.0	0.0	25.0	1.0	7.0
23	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0

2010 AM No Project + Campus Growth
-----Turning Movement Report
2010 Campus Trips AM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Campus Facilities / Coolidge													
Base	26	5	40	1	3	2	5	737	50	17	205	1	1092
Added	1	0	0	0	0	0	0	73	4	0	24	0	102
Total	27	5	40	1	3	2	5	810	54	17	229	1	1194
#2 Hagar / Coolidge													
Base	21	4	5	0	0	173	444	249	18	2	96	3	1015
Added	1	0	0	0	0	20	61	8	4	0	3	0	97
Total	22	4	5	0	0	193	505	257	22	2	99	3	1112
#3 Hagar / East Remote													
Base	0	194	352	23	91	0	0	0	0	31	0	26	717
Added	0	30	31	1	9	0	0	0	0	11	0	0	82
Total	0	224	383	24	100	0	0	0	0	42	0	26	799
#4 McLaughlin / Hagar													
Base	130	0	30	0	0	0	0	86	94	29	195	0	564
Added	11	0	14	0	0	0	0	1	4	5	0	0	35
Total	141	0	44	0	0	0	0	87	98	34	195	0	599
#5 Heller / McLaughlin													
Base	0	59	99	26	26	0	0	0	0	132	0	30	372
Added	0	0	3	2	0	0	0	0	0	1	0	1	7
Total	0	59	102	28	26	0	0	0	0	133	0	31	379
#6 Heller / Meyer													
Base	0	240	104	13	94	0	0	0	0	39	0	16	506
Added	0	7	11	0	3	0	0	0	0	4	0	0	25
Total	0	247	115	13	97	0	0	0	0	43	0	16	531
#7 Highway 1 / Western													
Base	8	48	24	109	87	19	29	224	14	109	317	122	1110
Added	0	0	0	0	0	0	1	1	0	0	0	1	3
Marine	0	12	17	0	0	0	1	0	0	31	0	0	61
Total	8	60	41	109	87	19	31	225	14	140	317	123	1174
#8 Empire Grade / Western													
Base	117	0	75	0	0	0	0	322	57	50	478	0	1099
Added	4	0	3	0	0	0	0	23	1	1	68	0	100
Marine	11	0	2	0	0	0	0	0	19	4	0	0	36
Total	132	0	80	0	0	0	0	345	77	55	546	0	1235
#9 Empire Grade/Heller													
Base	0	0	0	130	0	1	66	173	0	0	127	424	921
Added	0	0	0	16	0	0	1	8	0	0	24	48	97
Marine	0	0	0	0	0	0	0	19	0	0	11	0	30
Total	0	0	0	146	0	1	67	200	0	0	162	472	1048

2010 AM No Project + Campus Growth

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 High / Bay													
Base	317	541	97	45	143	30	55	178	170	79	169	213	2037
Added	49	57	0	6	18	1	3	6	16	0	19	21	196
Marine	0	3	0	0	6	4	2	0	0	0	0	0	15
Total	366	601	97	51	167	35	60	184	186	79	188	234	2248
#11 Iowa / Bay													
Base	33	624	51	12	424	19	31	63	70	43	21	8	1399
Added	0	102	0	0	33	2	5	0	0	0	0	0	142
Marine	0	3	0	0	6	0	0	0	0	0	0	0	9
Total	33	729	51	12	463	21	36	63	70	43	21	8	1550
#12 Escalona / Bay													
Base	22	708	21	137	439	17	11	22	21	6	10	233	1647
Added	0	102	0	0	33	0	0	0	0	0	0	0	135
Marine	0	3	1	0	6	0	0	0	0	2	0	0	12
Total	22	813	22	137	478	17	11	22	21	8	10	233	1794
#13 King / Bay													
Base	6	474	34	116	381	7	21	108	24	42	118	103	1434
Added	0	81	0	7	26	0	0	0	0	0	0	22	136
Marine	0	4	1	0	8	0	0	0	0	2	0	0	15
Total	6	559	35	123	415	7	21	108	24	44	118	125	1585
#14 Mission / Bay													
Base	66	189	103	226	124	55	95	1139	59	173	866	199	3294
Added	0	13	0	20	4	2	8	0	0	0	0	60	107
Marine	0	0	8	0	0	10	5	64	0	14	114	0	215
Total	66	202	111	246	128	67	108	1203	59	187	980	259	3616
#15 Bay / California													
Base	0	281	322	81	228	0	0	0	0	116	0	91	1119
Added	0	11	0	0	4	0	0	0	0	0	0	0	15
Marine	0	8	0	0	14	0	0	0	0	0	0	0	22
Total	0	300	322	81	246	0	0	0	0	116	0	91	1156
#16 Bay / West Clfif													
Base	0	0	0	334	0	61	39	284	0	0	386	324	1428
Added	0	0	0	4	0	0	0	0	0	0	0	11	15
Total	0	0	0	338	0	61	39	284	0	0	386	335	1443
#17 Mission / Laurel													
Base	226	158	55	71	151	7	13	1054	188	61	1011	10	3005
Added	23	0	0	0	0	0	0	12	7	0	38	0	80
Marine	6	0	0	0	0	0	0	68	3	0	123	0	200
Total	255	158	55	71	151	7	13	1134	198	61	1172	10	3285

2010 AM No Project + Campus Growth

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Mission / Walnut													
Base	47	86	65	100	166	11	52	1085	73	112	1036	15	2848
Added	0	0	0	0	0	0	0	12	0	0	38	0	50
Marine	4	0	0	0	0	0	0	66	2	0	119	0	191
Total	51	86	65	100	166	11	52	1163	75	112	1193	15	3089
#19 Mission / King-Union													
Base	1	2	7	1029	0	18	3	1204	1	48	1596	229	4138
Added	0	0	0	17	0	0	0	12	0	0	38	18	85
Marine	0	0	0	0	0	0	0	34	0	0	119	0	153
Total	1	2	7	1046	0	18	3	1250	1	48	1753	247	4376
#20 Mission / Chestnut													
Base	95	432	25	93	308	1740	1575	411	46	8	381	90	5204
Added	1	0	0	0	0	79	25	4	0	0	13	0	122
Marine	0	6	1	0	12	111	62	0	0	1	8	0	201
Total	96	438	26	93	320	1930	1662	415	46	9	402	90	5527
#21 SR9 / SR1													
Base	58	154	265	445	177	170	194	1793	98	457	1881	874	6566
Added	0	0	0	0	0	8	3	23	0	0	71	0	105
Marine	0	0	0	0	0	0	3	65	0	0	116	0	184
Total	58	154	265	445	177	178	200	1881	98	457	2068	874	6855
#22 High / Storey													
Base	78	0	0	0	0	0	0	0	407	1	652	0	1138
Added	0	0	0	0	0	0	0	0	12	0	37	0	49
Total	78	0	0	0	0	0	0	0	419	1	689	0	1187
#23 King / Storey													
Base	0	0	0	439	0	11	8	355	0	0	169	40	1022
Added	0	0	0	11	0	0	0	6	0	0	18	0	35
Total	0	0	0	450	0	11	8	361	0	0	187	40	1057
#24 Mission / King (West)													
Base	0	0	0	18	0	80	31	663	0	23	837	11	1663
Added	0	0	0	0	0	0	0	3	0	0	1	0	4
Marine	0	0	0	0	0	0	0	42	0	0	77	0	119
Total	0	0	0	18	0	80	31	708	0	23	915	11	1786
#25 Mission / Almar-Younglove													
Base	50	165	0	51	0	45	0	715	41	167	796	0	2030
Added	0	0	5	0	0	0	0	3	0	2	1	0	11
Marine	0	0	26	0	0	0	0	43	0	0	77	0	146
Total	50	165	31	51	0	45	0	761	41	169	874	0	2187

2010 AM No Project + Campus Growth

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#26 Highway 1 / Swift													
Base	86	31	214	65	26	8	2	392	37	415	478	33	1787
Added	1	0	2	0	0	0	0	1	0	1	0	0	5
Marine	0	0	25	0	0	0	0	17	0	46	31	0	119
Total	87	31	241	65	26	8	2	410	37	462	509	33	1911
#27 Delaware / Almar													
Base	17	84	7	13	60	11	26	204	11	9	322	35	799
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	47	26	21	0	0	37	0	131
Total	17	84	7	13	60	58	52	225	11	9	359	35	930
#28 Delaware / Swift													
Base	16	196	58	30	225	127	127	59	38	96	158	75	1205
Added	0	0	0	0	0	1	3	0	0	0	0	0	4
Marine	0	0	0	0	0	46	25	47	0	0	84	0	202
Total	16	196	58	30	225	174	155	106	38	96	242	75	1411
#29 Lincoln St. / Chestnut St.													
Base	0	300	15	32	169	0	24	82	74	5	0	49	750
Added	0	0	0	0	0	0	0	0	0	0	0	1	1
Marine	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	300	15	32	169	0	24	84	74	5	0	50	753
#30 Highland Ave. / High St.													
Base	648	50	2	0	76	1	0	0	0	1	6	8	792
Added	37	0	0	0	0	0	0	0	0	0	0	0	37
Total	685	50	2	0	76	1	0	0	0	1	6	8	829
#31 Laurel St. / Chestnut St.													
Base	26	76	35	156	27	48	104	408	17	21	418	100	1436
Added	0	0	0	0	0	9	3	4	0	0	13	0	29
Marine	0	0	0	0	0	0	0	3	0	0	6	0	9
Total	26	76	35	156	27	57	107	415	17	21	437	100	1474
#32 Water St. / River St.													
Base	55	189	150	71	105	10	23	377	45	185	541	164	1915
Added	0	0	0	0	0	0	0	4	0	0	13	0	17
Marine	0	0	0	0	0	0	0	6	0	0	9	0	15
Total	55	189	150	71	105	10	23	387	45	185	563	164	1947
#33 Ocean St. / Water St.													
Base	113	525	34	212	616	315	242	273	34	148	553	108	3173
Added	5	0	0	0	0	0	0	3	2	0	8	0	18
Marine	0	0	0	0	0	0	0	6	0	0	9	0	15
Total	118	525	34	212	616	315	242	282	36	148	570	108	3206

2010 AM No Project + Campus Growth

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#34 Water St. / Branciforte Ave.													
Base	162	103	71	37	112	129	63	299	151	52	984	26	2189
Added	0	0	0	0	0	0	0	2	0	0	5	0	7
Total	162	103	71	37	112	129	63	301	151	52	989	26	2196
#35 Soquel Ave. / Morrissey Blvd. / Water													
Base	10	122	14	253	137	523	408	458	16	8	894	206	3049
Added	0	0	0	0	0	2	1	1	0	0	2	0	6
Total	10	122	14	253	137	525	409	459	16	8	896	206	3055
#36 Soquel Ave. / Capitola Rd.													
Base	664	27	97	34	10	16	27	281	354	68	613	77	2268
Added	0	0	0	0	0	0	0	1	0	0	2	0	3
Total	664	27	97	34	10	16	27	282	354	68	615	77	2271
#37 Ocean St. / Soquel Ave.													
Base	43	525	100	110	321	88	88	136	36	82	269	129	1927
Added	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	43	525	100	110	321	88	88	136	36	82	270	129	1928
#38 Seabright Ave. / Soquel Ave.													
Base	155	66	247	14	69	52	22	394	57	130	447	8	1661
Added	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	155	66	247	14	69	52	22	394	57	130	448	8	1662
#39 Broadway / San Lorenzo Blvd.													
Base	397	0	20	0	0	0	0	445	193	0	432	0	1487
Added	9	0	0	0	0	0	0	1	3	0	4	0	17
Total	406	0	20	0	0	0	0	446	196	0	436	0	1504
#40 Seabright Ave. / Murray St.													
Base	39	99	38	127	68	36	49	286	2	30	542	239	1555
Added	0	0	0	0	0	1	0	1	0	0	3	0	5
Total	39	99	38	127	68	37	49	287	2	30	545	239	1560
#101 McLaughlin / Chinquapin													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	2	0	0	0	3	0	0	5	7	17
Total	0	0	0	2	0	0	0	3	0	0	5	7	17

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #1 Campus Facilities / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.770
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.8
 Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
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	0	0

Volume Module:

Base Vol:	26	5	40	1	3	2	5	737	50	17	205	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	5	40	1	3	2	5	737	50	17	205	1
Added Vol:	1	0	0	0	0	0	0	73	4	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	5	40	1	3	2	5	810	54	17	229	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	34	6	50	1	4	2	6	1006	67	21	284	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	6	50	1	4	2	6	1006	67	21	284	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.:	34	6	50	1	4	2	6	1006	67	21	284	1

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.88	0.88	0.88	0.95	0.99	0.99	0.95	1.00	1.00
Lanes:	1.00	0.11	0.89	0.17	0.50	0.33	1.00	0.94	0.06	1.00	0.99	0.01
Final Sat.:	1900	183	1464	279	838	559	1805	1765	118	1805	1890	8

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.00	0.00	0.00	0.00	0.57	0.57	0.01	0.15	0.15
Crit Moves:	****						****			****		
Green/Cycle:	0.04	0.04	0.04	0.04	0.04	0.04	0.02	0.74	0.74	0.02	0.74	0.74
Volume/Cap:	0.28	0.77	0.77	0.10	0.10	0.10	0.20	0.77	0.77	0.77	0.20	0.20
Delay/Veh:	29.0	66.8	66.8	28.1	28.1	28.1	32.4	7.4	7.4	108.6	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	66.8	66.8	28.1	28.1	28.1	32.4	7.4	7.4	108.6	2.5	2.5
HCM2kAvg:	1	3	3	0	0	0	0	14	14	2	2	2

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #2 Hagar / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.681
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.5
 Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	21	4	5	0	0	173	444	249	18	2	96	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	4	5	0	0	173	444	249	18	2	96	3
Added Vol:	1	0	0	0	0	20	61	8	4	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	4	5	0	0	193	505	257	22	2	99	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	27	5	6	0	0	233	610	310	27	2	120	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	5	6	0	0	233	610	310	27	2	120	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	5	6	0	0	233	610	310	27	2	120	4

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	1.00	1.00	0.87	0.95	0.99	0.99	0.95	1.00	1.00
Lanes:	0.71	0.13	0.16	0.00	0.00	1.00	1.00	0.92	0.08	1.00	0.97	0.03
Final Sat.:	1108	201	252	0	0	1644	1805	1729	148	1805	1837	56

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.00	0.00	0.14	0.34	0.18	0.18	0.00	0.07	0.07
Crit Moves:						****	****			****		
Green/Cycle:	0.21	0.21	0.21	0.00	0.00	0.21	0.50	0.59	0.59	0.00	0.10	0.10
Volume/Cap:	0.12	0.12	0.12	0.00	0.00	0.68	0.68	0.31	0.31	0.31	0.68	0.68
Delay/Veh:	19.4	19.4	19.4	0.0	0.0	27.4	13.7	6.4	6.4	50.5	36.4	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	19.4	19.4	0.0	0.0	27.4	13.7	6.4	6.4	50.5	36.4	36.4
HCM2kAvg:	1	1	1	0	0	5	10	3	3	0	4	4

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Hagar / East Remote

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B[11.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	194	352	23	91	0	0	0	0	31	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	194	352	23	91	0	0	0	0	31	0	26
Added Vol:	0	30	31	1	9	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	224	383	24	100	0	0	0	0	42	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	276	471	30	123	0	0	0	0	52	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	276	471	30	123	0	0	0	0	52	0	32

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	747	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	458	xxxx	276
Potent Cap.:	xxxx	xxxx	xxxxxx	871	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	565	xxxx	768
Move Cap.:	xxxx	xxxx	xxxxxx	871	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	550	xxxx	768
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.04

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	0.1
Stopped Del:	xxxxxx	xxxx	xxxxxx	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	12.2	xxxx	9.9
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			11.3		
ApproachLOS:	*			*			*			B		

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

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

 Intersection #4 McLaughlin / Hagar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.659
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.5
 Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	130	0	30	0	0	0	0	86	94	29	195	0
Growth Adj:	1.00	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	0	30	0	0	0	0	86	94	29	195	0
Added Vol:	11	0	14	0	0	0	0	1	4	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	0	44	0	0	0	0	87	98	34	195	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.48	0.62	0.53	0.62	0.62	0.62	0.62	0.56	0.48	0.53	0.56	0.62
PHF Volume:	293	0	83	0	0	0	0	156	203	64	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	0	83	0	0	0	0	156	203	64	351	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.:	293	0	83	0	0	0	0	156	203	64	351	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:	0.78	0.00	0.22	0.00	0.00	0.00	0.00	0.43	0.57	0.15	0.85	0.00
Final Sat.:	465	0	131	0	0	0	0	283	368	97	532	0

Capacity Analysis Module:

Vol/Sat:	0.63	xxxx	0.63	xxxx	xxxx	xxxx	xxxx	0.55	0.55	0.66	0.66	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	17.1	0.0	17.1	0.0	0.0	0.0	0.0	14.1	14.1	17.9	17.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	0.0	17.1	0.0	0.0	0.0	0.0	14.1	14.1	17.9	17.9	0.0
LOS by Move:	C	*	C	*	*	*	*	B	B	C	C	*
ApproachDel:	17.1			xxxxxx				14.1			17.9	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	17.1			xxxxxx				14.1			17.9	
LOS by Appr:	C			*				B			C	

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

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

Intersection #5 Heller / McLaughlin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.406
 Loss Time (sec): 0 (Y+R = 4 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	0	1	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	59	99	26	26	0	0	0	0	132	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	59	99	26	26	0	0	0	0	132	0	30
Added Vol:	0	0	3	2	0	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	59	102	28	26	0	0	0	0	133	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:	0.65	0.55	0.55	0.64	0.55	0.65	0.65	0.65	0.65	0.55	0.65	0.64
PHF Volume:	0	108	187	43	48	0	0	0	0	243	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	108	187	43	48	0	0	0	0	243	0	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	108	187	43	48	0	0	0	0	243	0	48

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.37	0.63	0.48	0.52	0.00	0.00	0.00	0.00	0.83	0.00	0.17
Final Sat.:	0	290	501	321	352	0	0	0	0	599	0	118

Capacity Analysis Module:

Vol/Sat:	xxxx	0.37	0.37	0.14	0.14	xxxx	xxxx	xxxx	xxxx	0.41	xxxx	0.41
Crit Moves:			***		***							***
Delay/Veh:	0.0	9.7	9.7	8.8	8.8	0.0	0.0	0.0	0.0	10.8	0.0	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	9.7	8.8	8.8	0.0	0.0	0.0	0.0	10.8	0.0	10.8
LOS by Move:	*	A	A	A	A	*	*	*	*	B	*	B
ApproachDel:		9.7			8.8		xxxxxx				10.8	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		9.7			8.8		xxxxxx				10.8	
LOS by Appr:		A			A			*			B	

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

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

Intersection #6 Heller / Meyer

Cycle (sec): 100 Critical Vol./Cap. (X): 0.755
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.8
 Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	240	104	13	94	0	0	0	0	39	0	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	240	104	13	94	0	0	0	0	39	0	16
Added Vol:	0	7	11	0	3	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	247	115	13	97	0	0	0	0	43	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:	0.61	0.55	0.61	0.55	0.55	0.61	0.61	0.61	0.61	0.61	0.61	0.55
PHF Volume:	0	449	188	24	176	0	0	0	0	70	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	449	188	24	176	0	0	0	0	70	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	449	188	24	176	0	0	0	0	70	0	29

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.70	0.30	0.12	0.88	0.00	0.00	0.00	0.00	0.71	0.00	0.29
Final Sat.:	0	595	249	85	636	0	0	0	0	419	0	173

Capacity Analysis Module:

Vol/Sat:	xxxx	0.76	0.76	0.28	0.28	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.17
Crit Moves:	****			****						****		
Delay/Veh:	0.0	18.7	18.7	9.6	9.6	0.0	0.0	0.0	0.0	9.6	0.0	9.6
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:	0.0	18.7	18.7	9.6	9.6	0.0	0.0	0.0	0.0	9.6	0.0	9.6
LOS by Move:	*	C	C	A	A	*	*	*	*	A	*	A
ApproachDel:	18.7			9.6			xxxxxx			9.6		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	18.7			9.6			xxxxxx			9.6		
LOS by Appr:	C			A			*			A		

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #7 Highway 1 / Western

Cycle (sec): 100 Critical Vol./Cap. (X): 0.488
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.9
 Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	8	48	24	109	87	19	29	224	14	109	317	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	48	24	109	87	19	29	224	14	109	317	122
Added Vol:	0	0	0	0	0	0	1	1	0	0	0	1
Marine Labs:	0	12	17	0	0	0	1	0	0	31	0	0
Initial Fut:	8	60	41	109	87	19	31	225	14	140	317	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	9	64	44	116	93	20	33	239	15	149	337	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	64	44	116	93	20	33	239	15	149	337	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.:	9	64	44	116	93	20	33	239	15	149	337	131

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.78	0.78	0.78	0.95	0.99	0.99	0.95	0.96	0.96
Lanes:	0.07	0.55	0.38	0.51	0.40	0.09	1.00	0.94	0.06	1.00	0.72	0.28
Final Sat.:	129	971	663	751	599	131	1805	1773	110	1805	1311	509

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.15	0.15	0.15	0.02	0.14	0.14	0.08	0.26	0.26
Crit Moves:				****	****	****	****	****	****	****	****	****
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.04	0.35	0.35	0.21	0.53	0.53
Volume/Cap:	0.21	0.21	0.21	0.49	0.49	0.49	0.49	0.39	0.39	0.39	0.49	0.49
Delay/Veh:	25.2	25.2	25.2	28.5	28.5	28.5	52.7	24.8	24.8	34.3	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	25.2	28.5	28.5	28.5	52.7	24.8	24.8	34.3	15.5	15.5
HCM2kAvg:	3	3	3	7	7	7	2	6	6	4	9	9

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #8 Empire Grade / Western

Average Delay (sec/veh): 9.8 Worst Case Level Of Service: F[54.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	0 0 0	0	0	0 1 0	0	1	0 0 0

Volume Module:

Base Vol:	117	0	75	0	0	0	0	322	57	50	478	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	0	75	0	0	0	0	322	57	50	478	0
Added Vol:	4	0	3	0	0	0	0	23	1	1	68	0
Marine Labs:	11	0	2	0	0	0	0	0	19	4	0	0
Initial Fut:	132	0	80	0	0	0	0	345	77	55	546	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	145	0	88	0	0	0	0	378	84	60	598	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	145	0	88	0	0	0	0	378	84	60	598	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:

Cnflct Vol:	1139	xxxx	420	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	462	xxxx	xxxxx
Potent Cap.:	225	xxxx	638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1110	xxxx	xxxxx
Move Cap.:	215	xxxx	638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1110	xxxx	xxxxx
Volume/Cap:	0.67	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	287	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx			
Shrd StpDel:	xxxxx	54.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	54.8			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	F			*			*			*					

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #9 Empire Grade/Heller

Cycle (sec): 60 Critical Vol./Cap. (X): 0.425
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 5.2
 Optimal Cycle: 27 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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	130	0	1	66	173	0	0	127	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	1	66	173	0	0	127	424
Added Vol:	0	0	0	16	0	0	1	8	0	0	24	48
Marine Labs:	0	0	0	0	0	0	0	19	0	0	11	0
Initial Fut:	0	0	0	146	0	1	67	200	0	0	162	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	0	0	184	0	1	84	252	0	0	204	594
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	184	0	1	84	252	0	0	204	594
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	184	0	1	84	252	0	0	204	594

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.62	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1184	1900	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.07	0.13	0.00	0.00	0.11	0.37
Crit Moves:				****						****		
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.63	0.63	0.00	0.00	0.63	0.87
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.00	0.11	0.21	0.00	0.00	0.17	0.42
Delay/Veh:	0.0	0.0	0.0	20.0	0.0	17.4	4.6	4.9	0.0	0.0	4.7	1.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.0	0.0	17.4	4.6	4.9	0.0	0.0	4.7	1.1
HCM2kAvg:	0	0	0	3	0	0	1	2	0	0	2	3

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 High / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.598
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.4
 Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	0	1	0

Volume Module:

Base Vol:	317	541	97	45	143	30	55	178	170	79	169	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:	317	541	97	45	143	30	55	178	170	79	169	213
Added Vol:	49	57	0	6	18	1	3	6	16	0	19	21
Marine Labs:	0	3	0	0	6	4	2	0	0	0	0	0
Initial Fut:	366	601	97	51	167	35	60	184	186	79	188	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	400	656	106	56	182	38	66	201	203	86	205	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	656	106	56	182	38	66	201	203	86	205	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	400	656	106	56	182	38	66	201	203	86	205	255

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.85	0.85	0.85	0.79	0.79	0.85
Lanes:	1.00	1.72	0.28	1.00	1.65	0.35	0.25	0.75	1.00	0.30	0.70	1.00
Final Sat.:	1805	3043	491	1805	2907	609	395	1211	1615	444	1057	1615

Capacity Analysis Module:

Vol/Sat:	0.22	0.22	0.22	0.03	0.06	0.06	0.17	0.17	0.13	0.19	0.19	0.16
Crit Moves:	****				****					****		
Green/Cycle:	0.37	0.42	0.42	0.06	0.10	0.10	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.60	0.52	0.52	0.52	0.60	0.60	0.51	0.51	0.39	0.60	0.60	0.49
Delay/Veh:	16.8	13.4	13.4	31.8	28.3	28.3	17.2	17.2	16.1	19.0	19.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	13.4	13.4	31.8	28.3	28.3	17.2	17.2	16.1	19.0	19.0	17.0
HCM2kAvg:	7	6	6	2	3	3	5	5	3	7	7	4

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Iowa / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.360
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
 Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	0	1	0	0	1	0

Volume Module:

Base Vol:	33	624	51	12	424	19	31	63	70	43	21	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	624	51	12	424	19	31	63	70	43	21	8
Added Vol:	0	102	0	0	33	2	5	0	0	0	0	0
Marine Labs:	0	3	0	0	6	0	0	0	0	0	0	0
Initial Fut:	33	729	51	12	463	21	36	63	70	43	21	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	38	831	58	14	528	24	41	72	80	49	24	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	831	58	14	528	24	41	72	80	49	24	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.:	38	831	58	14	528	24	41	72	80	49	24	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.87	0.87	0.85	0.76	0.76	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.36	0.64	1.00	0.67	0.33	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	602	1054	1615	969	473	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.23	0.04	0.01	0.15	0.01	0.07	0.07	0.05	0.05	0.05	0.01
Crit Moves:	****			****			****					
Green/Cycle:	0.08	0.64	0.64	0.02	0.58	0.58	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.25	0.36	0.06	0.36	0.25	0.03	0.36	0.36	0.26	0.27	0.27	0.03
Delay/Veh:	35.3	6.8	5.4	44.4	8.4	7.2	28.9	28.9	28.1	28.2	28.2	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	6.8	5.4	44.4	8.4	7.2	28.9	28.9	28.1	28.2	28.2	26.5
HCM2kAvg:	1	5	1	1	3	0	3	3	2	2	2	0

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #12 Escalona / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.756
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 13.4
 Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	1	0	1 0 1	0	1	0 0 1	0	0	1! 0 0

Volume Module:

Base Vol:	22	708	21	137	439	17	11	22	21	6	10	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	708	21	137	439	17	11	22	21	6	10	233
Added Vol:	0	102	0	0	33	0	0	0	0	0	0	0
Marine Labs:	0	3	1	0	6	0	0	0	0	2	0	0
Initial Fut:	22	813	22	137	478	17	11	22	21	8	10	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	24	900	24	152	529	19	12	24	23	9	11	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	900	24	152	529	19	12	24	23	9	11	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	24	900	24	152	529	19	12	24	23	9	11	258

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.46	1.00	0.85	0.91	0.91	0.85	0.87	0.87	0.87
Lanes:	0.02	0.95	0.03	1.00	1.00	1.00	0.33	0.67	1.00	0.03	0.04	0.93
Final Sat.:	48	1759	48	868	1900	1615	574	1148	1615	53	66	1532

Capacity Analysis Module:

Vol/Sat:	0.51	0.51	0.51	0.17	0.28	0.01	0.02	0.02	0.01	0.17	0.17	0.17
Crit Moves:	****			****								
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.76	0.76	0.76	0.26	0.41	0.02	0.10	0.10	0.06	0.76	0.76	0.76
Delay/Veh:	11.2	11.2	11.2	5.3	6.0	4.2	24.8	24.8	24.6	37.7	37.7	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	11.2	11.2	5.3	6.0	4.2	24.8	24.8	24.6	37.7	37.7	37.7
HCM2kAvg:	17	17	17	3	6	0	1	1	0	8	8	8

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 King / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.628
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.1
 Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	6	474	34	116	381	7	21	108	24	42	118	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	474	34	116	381	7	21	108	24	42	118	103
Added Vol:	0	81	0	7	26	0	0	0	0	0	0	22
Marine Labs:	0	4	1	0	8	0	0	0	0	2	0	0
Initial Fut:	6	559	35	123	415	7	21	108	24	44	118	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	8	730	46	161	542	9	27	141	31	57	154	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	730	46	161	542	9	27	141	31	57	154	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	730	46	161	542	9	27	141	31	57	154	163

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	0.99	0.99	0.26	1.00	1.00	0.91	0.91	0.91	0.84	0.84	0.85
Lanes:	1.00	0.94	0.06	1.00	0.98	0.02	0.14	0.70	0.16	0.27	0.73	1.00
Final Sat.:	751	1772	111	490	1863	31	238	1225	272	435	1165	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.41	0.41	0.33	0.29	0.29	0.12	0.12	0.12	0.13	0.13	0.10
Crit Moves:	****									****		
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.02	0.63	0.63	0.50	0.44	0.44	0.55	0.55	0.55	0.63	0.63	0.48
Delay/Veh:	3.6	7.1	7.1	6.5	5.3	5.3	22.9	22.9	22.9	25.3	25.3	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	7.1	7.1	6.5	5.3	5.3	22.9	22.9	22.9	25.3	25.3	21.9
HCM2kAvg:	0	9	9	6	5	5	4	4	4	5	5	3

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 0.948
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 47.6
 Optimal Cycle: 140 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	66	189	103	226	124	55	95	1139	59	173	866	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:	66	189	103	226	124	55	95	1139	59	173	866	199
Added Vol:	0	13	0	20	4	2	8	0	0	0	0	60
Marine Labs:	0	0	8	0	0	10	5	64	0	14	114	0
Initial Fut:	66	202	111	246	128	67	108	1203	59	187	980	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	72	220	121	268	139	73	118	1310	64	204	1068	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	220	121	268	139	73	118	1310	64	204	1068	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	220	121	268	139	73	118	1310	64	204	1068	282

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.92	0.92
Lanes:	1.00	0.65	0.35	1.32	0.68	1.00	1.00	1.91	0.09	1.00	1.58	0.42
Final Sat.:	1805	1161	638	2419	1259	1615	1805	3417	168	1805	2767	731

Capacity Analysis Module:

Vol/Sat:	0.04	0.19	0.19	0.11	0.11	0.05	0.07	0.38	0.38	0.11	0.39	0.39
Crit Moves:			****	****				****		****		
Green/Cycle:	0.20	0.20	0.20	0.12	0.12	0.12	0.08	0.40	0.40	0.12	0.45	0.45
Volume/Cap:	0.20	0.95	0.95	0.95	0.95	0.39	0.86	0.95	0.95	0.95	0.86	0.86
Delay/Veh:	33.6	73.6	73.6	74.4	74.4	42.2	84.9	42.1	42.1	90.6	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	73.6	73.6	74.4	74.4	42.2	84.9	42.1	42.1	90.6	30.0	30.0
HCM2kAvg:	2	15	15	10	10	2	6	26	26	10	21	21

2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Bay / California

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: D[25.7]

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	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	281	322	81	228	0	0	0	0	116	0	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	281	322	81	228	0	0	0	0	116	0	91
Added Vol:	0	11	0	0	4	0	0	0	0	0	0	0
Marine Labs:	0	8	0	0	14	0	0	0	0	0	0	0
Initial Fut:	0	300	322	81	246	0	0	0	0	116	0	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	306	329	83	251	0	0	0	0	118	0	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	306	329	83	251	0	0	0	0	118	0	93

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	635	xxxx	xxxxx	xxxx	xxxx	xxxxx	887	xxxx	470
Potent Cap.:	xxxx	xxxx	xxxxx	958	xxxx	xxxxx	xxxx	xxxx	xxxxx	317	xxxx	597
Move Cap.:	xxxx	xxxx	xxxxx	958	xxxx	xxxxx	xxxx	xxxx	xxxxx	295	xxxx	597
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.40	xxxx	0.16

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	380	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.3	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	25.7	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	25.7	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	D	*	

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

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

Intersection #16 Bay / West Clif

Cycle (sec): 100 Critical Vol./Cap. (X): 0.764
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.0
 Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	334	0	61	39	284	0	0	386	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	334	0	61	39	284	0	0	386	324
Added Vol:	0	0	0	4	0	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	338	0	61	39	284	0	0	386	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	361	0	65	42	303	0	0	412	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	361	0	65	42	303	0	0	412	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	361	0	65	42	303	0	0	412	358

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.12	0.88	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	472	0	556	64	466	0	0	541	603

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.76	xxxx	0.12	0.65	0.65	xxxx	xxxx	0.76	0.59
Crit Moves:				****				****		****		
Delay/Veh:	0.0	0.0	0.0	29.6	0.0	9.8	20.9	20.9	0.0	0.0	26.8	16.6
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:	0.0	0.0	0.0	29.6	0.0	9.8	20.9	20.9	0.0	0.0	26.8	16.6
LOS by Move:	*	*	*	D	*	A	C	C	*	*	D	C
ApproachDel:	xxxxxx			26.6			20.9			22.0		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			26.6			20.9			22.0		
LOS by Appr:	*			D			C			C		

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.855
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 33.1
 Optimal Cycle: 101 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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	1	1	0	1

Volume Module:

Base Vol:	226	158	55	71	151	7	13	1054	188	61	1011	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	158	55	71	151	7	13	1054	188	61	1011	10
Added Vol:	23	0	0	0	0	0	0	12	7	0	38	0
Marine Labs:	6	0	0	0	0	0	0	68	3	0	123	0
Initial Fut:	255	158	55	71	151	7	13	1134	198	61	1172	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	271	168	59	76	161	7	14	1206	211	65	1247	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	168	59	76	161	7	14	1206	211	65	1247	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.:	271	168	59	76	161	7	14	1206	211	65	1247	11

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.98	0.98	0.98	0.95	0.93	0.93	0.95	0.95	0.95
Lanes:	1.00	0.74	0.26	0.31	0.66	0.03	1.00	1.70	0.30	1.00	1.98	0.02
Final Sat.:	1805	1354	471	578	1229	57	1805	3006	525	1805	3576	31

Capacity Analysis Module:

Vol/Sat:	0.15	0.12	0.12	0.13	0.13	0.13	0.01	0.40	0.40	0.04	0.35	0.35
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.18	0.18	0.15	0.15	0.15	0.01	0.47	0.47	0.04	0.50	0.50
Volume/Cap:	0.86	0.71	0.71	0.86	0.86	0.86	0.70	0.86	0.86	0.86	0.70	0.70
Delay/Veh:	59.7	45.8	45.8	62.8	62.8	62.8	122.0	28.1	28.1	104.9	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	45.8	45.8	62.8	62.8	62.8	122.0	28.1	28.1	104.9	20.4	20.4
HCM2kAvg:	11	8	8	10	10	10	1	22	22	4	16	16

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #18 Mission / Walnut

Cycle (sec): 100 Critical Vol./Cap. (X): 1.088
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.1
 Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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	1	1	0	1

Volume Module:

Base Vol:	47	86	65	100	166	11	52	1085	73	112	1036	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	86	65	100	166	11	52	1085	73	112	1036	15
Added Vol:	0	0	0	0	0	0	0	12	0	0	38	0
Marine Labs:	4	0	0	0	0	0	0	66	2	0	119	0
Initial Fut:	51	86	65	100	166	11	52	1163	75	112	1193	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	63	106	80	123	205	14	64	1436	93	138	1473	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	106	80	123	205	14	64	1436	93	138	1473	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	106	80	123	205	14	64	1436	93	138	1473	19

Saturation Flow Module:



















Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.99	0.99	0.11	0.94	0.94	0.11	0.95	0.95
Lanes:	1.00	0.57	0.43	1.00	0.94	0.06	1.00	1.88	0.12	1.00	1.98	0.02
Final Sat.:	1805	1013	766	1805	1766	117	215	3361	217	200	3558	45

Capacity Analysis Module:

Vol/Sat:	0.03	0.10	0.10	0.07	0.12	0.12	0.30	0.43	0.43	0.69	0.41	0.41
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.10	0.10	0.11	0.11	0.11	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.36	1.09	1.09	0.64	1.09	1.09	0.47	0.67	0.67	1.09	0.65	0.65
Delay/Veh:	43.6	139	139.4	50.0	134	133.6	11.9	12.3	12.3	123.6	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	139	139.4	50.0	134	133.6	11.9	12.3	12.3	123.6	11.9	11.9
HCM2kAvg:	2	11	11	5	13	13	9	15	15	58	15	15

HCM Signalized Intersection Capacity Analysis
2020 AM No Project

3: Mission - SR 1 & King
Baseline

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95		1.00	0.95			1.00		0.95	0.95	
Frt		1.00		1.00	0.98			0.91		1.00	0.99	
Flt Protected		1.00		0.95	1.00			1.00		0.95	0.95	
Satd. Flow (prot)		3538		1770	3474			1678		1681	1679	
Flt Permitted		0.84		0.95	1.00			1.00		0.95	0.95	
Satd. Flow (perm)		2957		1770	3474			1678		1681	1679	
Volume (vph)	3	1250	1	48	1753	247	1	2	7	1046	0	18
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	3	1276	1	49	1789	252	1	2	7	1067	0	18
Lane Group Flow (vph)	0	1280	0	49	2041	0	0	10	0	572	513	0
Turn Type	Perm			Prot			Split			Split		
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		68.0		5.0	77.0			17.0		44.0	44.0	
Effective Green, g (s)		68.0		5.0	77.0			17.0		44.0	44.0	
Actuated g/C Ratio		0.45		0.03	0.51			0.11		0.29	0.29	
Clearance Time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1341		59	1783			190		493	493	
v/s Ratio Prot				0.03	c0.59			c0.01		c0.34	0.31	
v/s Ratio Perm		0.43										
v/c Ratio		0.95		0.83	1.14			0.05		1.16	1.04	
Uniform Delay, d1		39.5		72.1	36.5			59.3		53.0	53.0	
Progression Factor		1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2		15.9		60.6	72.3			0.5		92.7	51.5	
Delay (s)		55.4		132.7	108.8			59.8		145.7	104.5	
Level of Service		E		F	F			E		F	F	
Approach Delay (s)		55.4			109.4			59.8			126.2	
Approach LOS		E			F			E			F	
Intersection Summary												
HCM Average Control Delay			97.9			HCM Level of Service				F		
HCM Volume to Capacity ratio			1.01									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			100.9%			ICU Level of Service			F			
c Critical Lane Group												

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 1.008
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 48.8
 Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	10	0	0	60	60	0	0	0	0
Lanes:	1	0	1	1	0	2	1	1	1	0	1	1

Volume Module:

Base Vol:	95	432	25	93	308	1740	1575	411	46	8	381	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	432	25	93	308	1740	1575	411	46	8	381	90
Added Vol:	1	0	0	0	0	79	25	4	0	0	13	0
Marine Labs:	0	6	1	0	12	111	62	0	0	1	8	0
Initial Fut:	96	438	26	93	320	1930	1662	415	46	9	402	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	103	469	28	100	343	2069	1781	445	49	10	431	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	469	28	100	343	2069	1781	445	49	10	431	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.:	103	469	28	100	343	2069	1781	445	49	10	431	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.75	0.91	0.91	0.85	0.95	0.95	0.85
Lanes:	1.00	1.89	0.11	1.00	2.00	2.00	2.00	1.00	1.00	0.04	1.96	1.00
Final Sat.:	1805	3380	201	1805	3610	2842	3473	1736	1615	79	3527	1615

Capacity Analysis Module:

Vol/Sat:	0.06	0.14	0.14	0.06	0.10	0.73	0.51	0.26	0.03	0.12	0.12	0.06
Crit Moves:	****					****	****			****		
Green/Cycle:	0.06	0.17	0.17	0.10	0.21	0.72	0.51	0.51	0.51	0.12	0.12	0.22
Volume/Cap:	1.01	0.82	0.82	0.55	0.45	1.01	1.01	0.50	0.06	1.01	1.01	0.27
Delay/Veh:	147.8	57.1	57.1	54.7	41.5	38.4	50.5	19.5	14.9	97.7	97.7	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	147.8	57.1	57.1	54.7	41.5	38.4	50.5	19.5	14.9	97.7	97.7	39.0
HCM2kAvg:	7	11	11	4	6	46	42	11	1	13	13	3

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 1.063
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 55.1
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	3	0	1	2

Volume Module:

Base Vol:	58	154	265	445	177	170	194	1793	98	457	1881	874
Growth Adj:	1.00	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	154	265	445	177	170	194	1793	98	457	1881	874
Added Vol:	0	0	0	0	0	8	3	23	0	0	71	0
Marine Labs:	0	0	0	0	0	0	3	65	0	0	116	0
Initial Fut:	58	154	265	445	177	178	200	1881	98	457	2068	874
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	62	165	285	478	190	191	215	2020	105	491	2221	939
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	165	285	478	190	191	215	2020	105	491	2221	939
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	165	285	478	190	191	215	2020	105	491	2221	939

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.92	1.00	0.85	0.95	0.91	0.85	0.92	0.91	0.85
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1805	1900	2842	3502	1900	1615	1805	5187	1615	3502	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.09	0.10	0.14	0.10	0.12	0.12	0.39	0.07	0.14	0.43	0.58
Crit Moves:			****	****			****					****
Green/Cycle:	0.09	0.09	0.09	0.13	0.13	0.13	0.11	0.48	0.48	0.17	0.55	0.55
Volume/Cap:	0.37	0.92	1.06	1.06	0.78	0.92	1.06	0.80	0.13	0.80	0.78	1.06
Delay/Veh:	58.7	107	133.7	119.0	71.7	99.4	140.9	31.4	19.3	61.2	25.7	79.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	107	133.7	119.0	71.7	99.4	140.9	31.4	19.3	61.2	25.7	79.0
HCM2kAvg:	3	10	10	16	9	11	15	25	2	12	25	50

2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 High / Storey

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[16.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	78	0	0	0	0	0	0	0	407	1	652	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	0	0	0	0	0	0	0	407	1	652	0
Added Vol:	0	0	0	0	0	0	0	0	12	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	0	0	0	0	0	0	0	419	1	689	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	0	0	0	0	0	0	0	440	1	723	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	82	0	0	0	0	0	0	0	440	1	723	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	725	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	440	xxxx	xxxxx
Potent Cap.:	395	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1131	xxxx	xxxxx
Move Cap.:	395	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1131	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	16.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	16.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

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

 Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 34.7
 Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	439	0	11	8	355	0	0	169	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	439	0	11	8	355	0	0	169	40
Added Vol:	0	0	0	11	0	0	0	6	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	450	0	11	8	361	0	0	187	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	0	505	0	12	9	405	0	0	210	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	505	0	12	9	405	0	0	210	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	505	0	12	9	405	0	0	210	45

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.02	0.98	0.00	0.00	0.82	0.18
Final Sat.:	0	0	0	525	0	635	12	561	0	0	456	98

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.96	xxxx	0.02	0.72	0.72	xxxx	xxxx	0.46	0.46
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	55.3	0.0	8.5	22.8	22.8	0.0	0.0	14.4	14.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	55.3	0.0	8.5	22.8	22.8	0.0	0.0	14.4	14.4
LOS by Move:	*	*	*	F	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx			54.2			22.8			14.4		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			54.2			22.8			14.4		
LOS by Appr:	*			F			C			B		

2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #24 Mission / King (West)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[19.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	0	0	0	18	0	80	31	663	0	23	837	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	18	0	80	31	663	0	23	837	11
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
Marine Labs:	0	0	0	0	0	0	0	42	0	0	77	0
Initial Fut:	0	0	0	18	0	80	31	708	0	23	915	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	18	0	80	31	708	0	23	915	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	18	0	80	31	708	0	23	915	11

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1383	xxxx	463	926	xxxx	xxxxx	708	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	137	xxxx	551	746	xxxx	xxxxx	900	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	130	xxxx	551	746	xxxx	xxxxx	900	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.14	xxxx	0.15	0.04	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	10.0	xxxx	xxxxxx	9.1	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	346	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	1.1	xxxxxx	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	19.5	xxxxxx	10.0	xxxx	xxxxxx	9.1	xxxx	xxxxxx
Shared LOS:	*	*	*	*	C	*	B	*	*	A	*	*
ApproachDel:	xxxxxxx			19.5			xxxxxxx			xxxxxxx		
ApproachLOS:	*			C			*			*		

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #25 Mission / Almar-Younglove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.574
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 22.7
 Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	0	0	0	1	1	0	2

Volume Module:

Base Vol:	50	165	0	51	0	45	0	715	41	167	796	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	165	0	51	0	45	0	715	41	167	796	0
Added Vol:	0	0	5	0	0	0	0	3	0	2	1	0
Marine Labs:	0	0	26	0	0	0	0	43	0	0	77	0
Initial Fut:	50	165	31	51	0	45	0	761	41	169	874	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	53	176	33	54	0	48	0	813	44	181	934	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	176	33	54	0	48	0	813	44	181	934	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	176	33	54	0	48	0	813	44	181	934	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	1.00	0.94	0.94	0.95	0.95	1.00
Lanes:	1.00	0.84	0.16	1.00	0.00	1.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	1805	1561	293	1805	0	1615	0	3398	183	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.11	0.11	0.03	0.00	0.03	0.00	0.24	0.24	0.10	0.26	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.20	0.20	0.20	0.05	0.00	0.05	0.00	0.42	0.42	0.17	0.59	0.00
Volume/Cap:	0.15	0.57	0.57	0.57	0.00	0.57	0.00	0.57	0.57	0.57	0.44	0.00
Delay/Veh:	33.5	38.6	38.6	54.6	0.0	54.9	0.0	22.9	22.9	40.5	11.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	38.6	38.6	54.6	0.0	54.9	0.0	22.9	22.9	40.5	11.4	0.0
HCM2kAvg:	1	7	7	3	0	2	0	10	10	6	8	0

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #26 Highway 1 / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.3
 Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	86	31	214	65	26	8	2	392	37	415	478	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	31	214	65	26	8	2	392	37	415	478	33
Added Vol:	1	0	2	0	0	0	0	1	0	1	0	0
Marine Labs:	0	0	25	0	0	0	0	17	0	46	31	0
Initial Fut:	87	31	241	65	26	8	2	410	37	462	509	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	91	32	251	68	27	8	2	427	39	481	530	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	32	251	68	27	8	2	427	39	481	530	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	32	251	68	27	8	2	427	39	481	530	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.85	0.73	0.73	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	0.74	0.26	1.00	0.71	0.29	1.00	1.00	1.83	0.17	1.00	1.88	0.12
Final Sat.:	1007	359	1615	995	398	1615	1805	3271	295	1805	3360	218

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.16	0.07	0.07	0.01	0.00	0.13	0.13	0.27	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.00	0.21	0.21	0.42	0.63	0.63
Volume/Cap:	0.36	0.36	0.63	0.27	0.27	0.02	0.25	0.63	0.63	0.63	0.25	0.25
Delay/Veh:	31.8	31.8	36.7	30.8	30.8	28.5	64.9	37.8	37.8	24.2	8.3	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	31.8	36.7	30.8	30.8	28.5	64.9	37.8	37.8	24.2	8.3	8.3
HCM2kAvg:	4	4	8	3	3	0	0	7	7	13	4	4

2010 AM No Project + Campus Growth

Level Of Service Computation Report

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

 Intersection #27 Delaware / Almar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.8
 Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0

Volume Module:

Base Vol:	17	84	7	13	60	11	26	204	11	9	322	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:	17	84	7	13	60	11	26	204	11	9	322	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	0	0	0	47	26	21	0	0	37	0
Initial Fut:	17	84	7	13	60	58	52	225	11	9	359	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	19	93	8	14	67	65	58	250	12	10	399	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	93	8	14	67	65	58	250	12	10	399	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.:	19	93	8	14	67	65	58	250	12	10	399	39

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.78	0.06	0.10	0.46	0.44	0.18	0.78	0.04	0.02	0.89	0.09
Final Sat.:	83	408	34	55	254	246	118	510	25	15	615	60

Capacity Analysis Module:

Vol/Sat:	0.23	0.23	0.23	0.26	0.26	0.26	0.49	0.49	0.49	0.65	0.65	0.65
Crit Moves:	****			****			****			****		
Delay/Veh:	10.5	10.5	10.5	10.5	10.5	10.5	12.9	12.9	12.9	16.4	16.4	16.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	10.5	10.5	10.5	10.5	12.9	12.9	12.9	16.4	16.4	16.4
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:	10.5			10.5			12.9			16.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.5			10.5			12.9			16.4		
LOS by Appr:	B			B			B			C		

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

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

Intersection #28 Delaware / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 1.073

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 67.4

Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	16	196	58	30	225	127	127	59	38	96	158	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	196	58	30	225	127	127	59	38	96	158	75
Added Vol:	0	0	0	0	0	1	3	0	0	0	0	0
Marine Labs:	0	0	0	0	0	46	25	47	0	0	84	0
Initial Fut:	16	196	58	30	225	174	155	106	38	96	242	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	18	223	66	34	256	198	177	121	43	109	276	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	223	66	34	256	198	177	121	43	109	276	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	223	66	34	256	198	177	121	43	109	276	85

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	0.73	0.21	0.07	0.52	0.41	0.52	0.35	0.13	0.23	0.59	0.18
Final Sat.:	25	301	89	32	239	185	217	148	53	104	261	81

Capacity Analysis Module:

Vol/Sat:	0.74	0.74	0.74	1.07	1.07	1.07	0.82	0.82	0.82	1.05	1.05	1.05
Crit Moves:	****			****			****			****		
Delay/Veh:	31.6	31.6	31.6	91.3	91.3	91.3	38.8	38.8	38.8	86.6	86.6	86.6
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:	31.6	31.6	31.6	91.3	91.3	91.3	38.8	38.8	38.8	86.6	86.6	86.6
LOS by Move:	D	D	D	F	F	F	E	E	E	F	F	F
ApproachDel:	31.6			91.3			38.8			86.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	31.6			91.3			38.8			86.6		
LOS by Appr:	D			F			E			F		

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

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

 Intersection #29 Lincoln St. / Chestnut St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
 Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	300	15	32	169	0	24	82	74	5	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	300	15	32	169	0	24	82	74	5	0	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	1
Marine Labs:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	0	300	15	32	169	0	24	84	74	5	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	391	20	42	220	0	31	110	96	7	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	391	20	42	220	0	31	110	96	7	0	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	391	20	42	220	0	31	110	96	7	0	65

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.95	0.05	0.16	0.84	0.00	0.26	0.93	0.81	0.09	0.00	0.91
Final Sat.:	0	656	33	103	543	0	139	498	478	51	0	514

Capacity Analysis Module:

Vol/Sat:	xxxx	0.60	0.60	0.41	0.41	xxxx	0.22	0.22	0.20	0.13	xxxx	0.13
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	14.9	14.9	11.7	11.7	0.0	10.8	10.5	9.7	9.2	0.0	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.9	14.9	11.7	11.7	0.0	10.8	10.5	9.7	9.2	0.0	9.2
LOS by Move:	*	B	B	B	B	*	B	B	A	A	*	A
ApproachDel:	14.9			11.7			10.2			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.9			11.7			10.2			9.2		
LOS by Appr:	B			B			B			A		

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

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

 Intersection #30 Highland Ave. / High St.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.014
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 48.7
 Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	0 1 0	0	0	0 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	648	50	2	0	76	1	0	0	0	1	6	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	648	50	2	0	76	1	0	0	0	1	6	8
Added Vol:	37	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	685	50	2	0	76	1	0	0	0	1	6	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.76	0.76	0.76	1.00	1.00	1.00	0.70	0.70	0.70
PHF Volume:	797	58	2	0	100	1	0	0	0	1	9	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	797	58	2	0	100	1	0	0	0	1	9	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.:	797	58	2	0	100	1	0	0	0	1	9	11

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.93	0.06	0.01	0.00	0.99	0.01	0.00	0.00	0.00	0.07	0.40	0.53
Final Sat.:	786	57	2	0	745	10	0	0	0	43	257	343

Capacity Analysis Module:

Vol/Sat:	1.01	1.01	1.01	xxxx	0.13	0.13	xxxx	xxxx	xxxx	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Delay/Veh:	54.4	54.4	54.4	0.0	8.5	8.5	0.0	0.0	0.0	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	54.4	54.4	0.0	8.5	8.5	0.0	0.0	0.0	8.7	8.7	8.7
LOS by Move:	F	F	F	*	A	A	*	*	*	A	A	A
ApproachDel:	54.4			8.5			xxxxxxx			8.7		
Delay Adj:	1.00			1.00			xxxxxxx			1.00		
ApprAdjDel:	54.4			8.5			xxxxxxx			8.7		
LOS by Appr:	F			A			*			A		

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #31 Laurel St. / Chestnut St.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.641
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
 Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	26	76	35	156	27	48	104	408	17	21	418	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	76	35	156	27	48	104	408	17	21	418	100
Added Vol:	0	0	0	0	0	9	3	4	0	0	13	0
Marine Labs:	0	0	0	0	0	0	0	3	0	0	6	0
Initial Fut:	26	76	35	156	27	57	107	415	17	21	437	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	33	97	45	199	34	73	136	529	22	27	557	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	97	45	199	34	73	136	529	22	27	557	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	97	45	199	34	73	136	529	22	27	557	128

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.85	0.66	0.66	0.85	0.27	1.00	0.85	0.38	0.97	0.97
Lanes:	0.25	0.75	1.00	0.85	0.15	1.00	1.00	1.00	1.00	1.00	0.81	0.19
Final Sat.:	431	1259	1615	1075	186	1615	505	1900	1615	714	1503	344

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.03	0.19	0.19	0.05	0.27	0.28	0.01	0.04	0.37	0.37
Crit Moves:					****						****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.27	0.27	0.10	0.64	0.64	0.16	0.47	0.48	0.02	0.06	0.64	0.64
Delay/Veh:	16.8	16.8	15.7	22.5	22.5	16.1	8.5	7.7	5.4	5.6	9.8	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	16.8	15.7	22.5	22.5	16.1	8.5	7.7	5.4	5.6	9.8	9.8
HCM2kAvg:	2	2	1	7	7	1	6	6	0	1	9	9

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #32 Water St. / River St.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.504
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 27.8
 Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	55	189	150	71	105	10	23	377	45	185	541	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:	55	189	150	71	105	10	23	377	45	185	541	164
Added Vol:	0	0	0	0	0	0	0	4	0	0	13	0
Marine Labs:	0	0	0	0	0	0	0	6	0	0	9	0
Initial Fut:	55	189	150	71	105	10	23	387	45	185	563	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:	0.82	0.82	0.82	0.84	0.84	0.84	0.79	0.79	0.79	0.85	0.85	0.85
PHF Volume:	67	229	182	84	124	12	29	488	57	217	659	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	229	182	84	124	12	29	488	57	217	659	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.:	67	229	182	84	124	12	29	488	57	217	659	192

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.99	0.99	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	0.91	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1712	163	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.06	0.11	0.05	0.07	0.07	0.02	0.14	0.04	0.12	0.18	0.12
Crit Moves:			****	****				****		****		
Green/Cycle:	0.13	0.22	0.22	0.09	0.19	0.19	0.15	0.27	0.27	0.24	0.36	0.36
Volume/Cap:	0.28	0.28	0.50	0.50	0.39	0.39	0.11	0.50	0.13	0.50	0.51	0.33
Delay/Veh:	36.0	29.2	31.7	41.3	32.9	32.9	33.1	28.3	25.1	30.6	23.3	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	29.2	31.7	41.3	32.9	32.9	33.1	28.3	25.1	30.6	23.3	21.6
HCM2kAvg:	2	3	5	3	4	4	1	6	1	6	8	4

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Ocean St. / Water St.

Cycle (sec): 120 Critical Vol./Cap. (X): 0.605
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.0
 Optimal Cycle: 60 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	2	0	1	1	2	0	1	1	0	2

Volume Module:

Base Vol:	113	525	34	212	616	315	242	273	34	148	553	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	525	34	212	616	315	242	273	34	148	553	108
Added Vol:	5	0	0	0	0	0	0	3	2	0	8	0
Marine Labs:	0	0	0	0	0	0	0	6	0	0	9	0
Initial Fut:	118	525	34	212	616	315	242	282	36	148	570	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	126	562	36	227	660	337	259	302	39	158	610	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	562	36	227	660	337	259	302	39	158	610	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	562	36	227	660	337	259	302	39	158	610	116

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	3147	402	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.16	0.02	0.13	0.18	0.21	0.07	0.10	0.10	0.09	0.17	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.13	0.26	0.26	0.21	0.34	0.46	0.12	0.21	0.21	0.19	0.28	0.49
Volume/Cap:	0.54	0.61	0.09	0.61	0.54	0.46	0.61	0.46	0.46	0.46	0.61	0.15
Delay/Veh:	51.6	40.3	34.0	45.9	32.9	22.7	52.4	41.9	41.9	43.9	38.6	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	40.3	34.0	45.9	32.9	22.7	52.4	41.9	41.9	43.9	38.6	17.1
HCM2kAvg:	5	10	1	9	10	9	6	6	6	6	10	2

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #34 Water St. / Branciforte Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.763
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 30.9
 Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1

Volume Module:

Base Vol:	162	103	71	37	112	129	63	299	151	52	984	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	103	71	37	112	129	63	299	151	52	984	26
Added Vol:	0	0	0	0	0	0	0	2	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	103	71	37	112	129	63	301	151	52	989	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	186	119	82	43	129	148	72	346	174	60	1138	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	119	82	43	129	148	72	346	174	60	1138	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	186	119	82	43	129	148	72	346	174	60	1138	30

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	0.59	0.41	1.00	0.46	0.54	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1805	1056	728	1805	812	936	1805	3610	1615	1805	3503	92

Capacity Analysis Module:

Vol/Sat:	0.10	0.11	0.11	0.02	0.16	0.16	0.04	0.10	0.11	0.03	0.32	0.32
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.20	0.20	0.14	0.20	0.20	0.08	0.29	0.42	0.20	0.41	0.41
Volume/Cap:	0.79	0.57	0.57	0.17	0.79	0.79	0.52	0.33	0.26	0.16	0.79	0.79
Delay/Veh:	54.0	35.0	35.0	34.7	45.4	45.4	43.2	25.4	17.2	29.9	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	35.0	35.0	34.7	45.4	45.4	43.2	25.4	17.2	29.9	25.9	25.9
HCM2kAvg:	7	6	6	1	9	9	3	4	3	1	16	16

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #35 Soquel Ave. / Morrissey Blvd./ Water

Cycle (sec): 85 Critical Vol./Cap. (X): 1.080
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 64.0
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0	0	1	0	0	1	2	0	1	1	0	1

Volume Module:

Base Vol:	10	122	14	253	137	523	408	458	16	8	894	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	122	14	253	137	523	408	458	16	8	894	206
Added Vol:	0	0	0	0	0	2	1	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	122	14	253	137	525	409	459	16	8	896	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	12	150	17	310	168	644	502	563	20	10	1099	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	150	17	310	168	644	502	563	20	10	1099	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	150	17	310	168	644	502	563	20	10	1099	253

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.70	1.00	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.07	0.83	0.10	1.00	1.00	1.00	2.00	1.93	0.07	1.00	1.63	0.37
Final Sat.:	126	1536	176	1322	1900	1615	3502	3471	121	1805	2853	656

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.10	0.23	0.09	0.40	0.14	0.16	0.16	0.01	0.39	0.39
Crit Moves:						****	****				****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.13	0.32	0.32	0.16	0.36	0.36
Volume/Cap:	0.26	0.26	0.26	0.64	0.24	1.08	1.08	0.50	0.50	0.03	1.08	1.08
Delay/Veh:	18.9	18.9	18.9	24.9	18.7	87.1	101.8	23.5	23.5	29.9	77.3	77.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	18.9	18.9	24.9	18.7	87.1	101.8	23.5	23.5	29.9	77.3	77.3
HCM2kAvg:	3	3	3	10	3	28	13	7	7	0	29	29

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #36 Soquel Ave. / Capitola Rd.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.646
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.1
 Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Split Phase			Split Phase			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10								
Lanes:	1	1	0	0	1	0	0	1	0	0	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	664	27	97	34	10	16	27	281	354	68	613	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:	664	27	97	34	10	16	27	281	354	68	613	77
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	664	27	97	34	10	16	27	282	354	68	615	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	773	31	113	40	12	19	31	328	412	79	716	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	773	31	113	40	12	19	31	328	412	79	716	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	773	31	113	40	12	19	31	328	412	79	716	90

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.94	0.94	0.94	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.92	0.08	1.00	0.57	0.16	0.27	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	3484	142	1615	1009	297	475	1805	3610	1615	1805	3154	395

Capacity Analysis Module:

Vol/Sat:	0.22	0.22	0.07	0.04	0.04	0.04	0.02	0.09	0.26	0.04	0.23	0.23
Crit Moves:	****			****			****			****		
Green/Cycle:	0.32	0.32	0.32	0.11	0.11	0.11	0.11	0.36	0.36	0.08	0.33	0.33
Volume/Cap:	0.70	0.70	0.22	0.35	0.35	0.35	0.15	0.25	0.70	0.56	0.69	0.69
Delay/Veh:	29.1	29.1	22.9	38.1	38.1	38.1	36.4	20.2	28.4	45.2	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	29.1	22.9	38.1	38.1	38.1	36.4	20.2	28.4	45.2	28.1	28.1
HCM2kAvg:	11	11	2	2	2	2	1	3	11	3	11	11

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #37 Ocean St. / Soquel Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.536
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.4
 Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	2	0	1	1	1	0	1	1	1	0

Volume Module:

Base Vol:	43	525	100	110	321	88	88	136	36	82	269	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	525	100	110	321	88	88	136	36	82	269	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	525	100	110	321	88	88	136	36	82	270	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	52	636	121	133	389	107	107	165	44	99	327	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	636	121	133	389	107	107	165	44	99	327	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	636	121	133	389	107	107	165	44	99	327	156

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.58	0.42	1.00	1.35	0.65
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	2766	732	1805	2326	1111

Capacity Analysis Module:

Vol/Sat:	0.03	0.18	0.08	0.07	0.11	0.07	0.06	0.06	0.06	0.06	0.14	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.33	0.33	0.14	0.28	0.28	0.11	0.22	0.22	0.15	0.26	0.26
Volume/Cap:	0.16	0.54	0.23	0.54	0.38	0.23	0.54	0.27	0.27	0.36	0.54	0.54
Delay/Veh:	34.5	27.8	24.6	42.4	29.0	27.8	44.9	32.6	32.6	38.7	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	27.8	24.6	42.4	29.0	27.8	44.9	32.6	32.6	38.7	32.3	32.3
HCM2kAvg:	1	8	3	5	5	3	4	3	3	3	7	7

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #38 Seabright Ave. / Soquel Ave.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.674
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 26.9
 Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10	7	10	10	7	10	10		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	1	0	1	1	0	1		

Volume Module:

Base Vol:	155	66	247	14	69	52	22	394	57	130	447	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	66	247	14	69	52	22	394	57	130	447	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	66	247	14	69	52	22	394	57	130	448	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	179	76	286	16	80	60	25	455	66	150	518	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	76	286	16	80	60	25	455	66	150	518	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.:	179	76	286	16	80	60	25	455	66	150	518	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.85	0.94	0.94	0.94	0.95	0.93	0.93	0.95	0.95	0.95
Lanes:	0.70	0.30	1.00	0.10	0.51	0.39	1.00	1.75	0.25	1.00	1.96	0.04
Final Sat.:	1287	548	1615	186	916	690	1805	3094	448	1805	3536	63

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.18	0.09	0.09	0.09	0.01	0.15	0.15	0.08	0.15	0.15
Crit Moves:			****			****		****	****			
Green/Cycle:	0.25	0.25	0.25	0.17	0.17	0.17	0.13	0.20	0.20	0.12	0.19	0.19
Volume/Cap:	0.57	0.57	0.72	0.52	0.52	0.52	0.11	0.72	0.72	0.71	0.78	0.78
Delay/Veh:	21.5	21.5	27.1	24.5	24.5	24.5	23.1	25.8	25.8	36.5	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	21.5	27.1	24.5	24.5	24.5	23.1	25.8	25.8	36.5	28.7	28.7
HCM2kAvg:	5	5	7	3	3	3	1	6	6	5	7	7

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #39 Broadway / San Lorenzo Blvd.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.597
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
 Optimal Cycle: 36 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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	0
Lanes:	1	0	0	0	0	0	0	0	1	0	0	2

Volume Module:

Base Vol:	397	0	20	0	0	0	0	445	193	0	432	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	397	0	20	0	0	0	0	445	193	0	432	0
Added Vol:	9	0	0	0	0	0	0	1	3	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	0	20	0	0	0	0	446	196	0	436	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	457	0	23	0	0	0	0	502	221	0	491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	0	23	0	0	0	0	502	221	0	491	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.:	457	0	23	0	0	0	0	502	221	0	491	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1615	0	3610	0

Capacity Analysis Module:

Vol/Sat:	0.25	0.00	0.01	0.00	0.00	0.00	0.00	0.26	0.14	0.00	0.14	0.00
Crit Moves:	****			****								
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.44	0.87	0.00	0.44	0.00
Volume/Cap:	0.60	0.00	0.03	0.00	0.00	0.00	0.00	0.60	0.16	0.00	0.31	0.00
Delay/Veh:	14.6	0.0	10.1	0.0	0.0	0.0	0.0	13.9	0.7	0.0	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.6	0.0	10.1	0.0	0.0	0.0	0.0	13.9	0.7	0.0	10.9	0.0
HCM2kAvg:	8	0	0	0	0	0	0	8	1	0	3	0

 2010 AM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #40 Seabright Ave. / Murray St.

Cycle (sec): 80 Critical Vol./Cap. (X): 0.857
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 50.3
 Optimal Cycle: 90 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	39	99	38	127	68	36	49	286	2	30	542	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	99	38	127	68	36	49	286	2	30	542	239
Added Vol:	0	0	0	0	0	1	0	1	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	99	38	127	68	37	49	287	2	30	545	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	44	112	43	144	77	42	55	325	2	34	617	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	112	43	144	77	42	55	325	2	34	617	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	112	43	144	77	42	55	325	2	34	617	271

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.95	0.95	0.95	0.95	1.00	1.00	0.95	0.95	0.95
Lanes:	1.00	0.72	0.28	1.00	0.65	0.35	1.00	0.99	0.01	1.00	0.70	0.30
Final Sat.:	1805	1315	505	1805	1165	634	1805	1885	13	1805	1260	553

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.09	0.08	0.07	0.07	0.03	0.17	0.17	0.02	0.49	0.49
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.09	0.36	0.36	0.19	0.46	0.46
Volume/Cap:	0.20	0.68	0.68	0.64	0.53	0.53	0.35	0.47	0.47	0.10	1.06	1.06
Delay/Veh:	31.8	41.7	41.7	39.2	35.2	35.2	35.7	20.0	20.0	27.2	69.4	69.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	41.7	41.7	39.2	35.2	35.2	35.7	20.0	20.0	27.2	69.4	69.4
HCM2kAvg:	1	5	5	5	4	4	2	6	6	1	34	34

2010 AM No Project + Campus Growth

Level Of Service Computation Report

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

 Intersection #101 McLaughlin / Chinquapin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.012
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.7
 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	0	0	1	0	0	0	0	1	0	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	0	0	2	0	0	0	3	0	0	5	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	0	0	3	0	0	5	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	0	0	2	0	0	0	3	0	0	5	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	0	0	3	0	0	5	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	2	0	0	0	3	0	0	5	7

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.42	0.58
Final Sat.:	0	0	0	869	0	0	0	918	0	0	422	590

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.01
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	7.1	0.0	0.0	0.0	6.9	0.0	0.0	6.6	6.6
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:	0.0	0.0	0.0	7.1	0.0	0.0	0.0	6.9	0.0	0.0	6.6	6.6
LOS by Move:	*	*	*	A	*	*	*	A	*	*	A	A
ApproachDel:	xxxxxxx			7.1				6.9			6.6	
Delay Adj:	xxxxxx			1.00				1.00			1.00	
ApprAdjDel:	xxxxxxx			7.1				6.9			6.6	
LOS by Appr:	*			A				A			A	

2010 PM No Project + Campus Growth

Scenario Report

Scenario: 2010 PM NP + Campus Growth
Command: 2010 PM No Project (+Campus Growth)
Volume: 2010 PM No Project
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: 2010 LRDP PM
Trip Distribution: 2010 Campus Growth
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

2010 PM No Project + Campus Growth

Trip Generation Report

Forecast for 2010 Campus Trips PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	South of Cam	1.00	Campus Trips	1.00	1.00	1	1	2	0.7
	Zone 1 Subtotal					1	1	2	0.7
3	West Remote	1.00	Campus Trips	21.00	33.00	21	33	54	19.9
	Zone 3 Subtotal					21	33	54	19.9
7	South of Hel	1.00	Campus Trips	4.00	6.00	4	6	10	3.7
	Zone 7 Subtotal					4	6	10	3.7
8	North of Hel	1.00	Campus Trips	17.00	27.00	17	27	44	16.2
	Zone 8 Subtotal					17	27	44	16.2
10	North Centra	1.00	Campus Trips	4.00	7.00	4	7	11	4.0
	Zone 10 Subtotal					4	7	11	4.0
11	Chinquapin	1.00	Campus Trips	4.00	7.00	4	7	11	4.0
	Zone 11 Subtotal					4	7	11	4.0
12	Northeast Ca	1.00	Campus Trips	9.00	15.00	9	15	24	8.8
	Zone 12 Subtotal					9	15	24	8.8
13	Union	1.00	Campus Trips	3.00	4.00	3	4	7	2.6
	Zone 13 Subtotal					3	4	7	2.6
14	East Remote	1.00	Campus Trips	21.00	34.00	21	34	55	20.2
	Zone 14 Subtotal					21	34	55	20.2
15	Campus Facil	1.00	Campus Trips	3.00	4.00	3	4	7	2.6
	Zone 15 Subtotal					3	4	7	2.6
17	Central Camp	1.00	Campus Trips	7.00	11.00	7	11	18	6.6
	Zone 17 Subtotal					7	11	18	6.6
19	Northeast Ca	1.00	Campus Trips	6.00	9.00	6	9	15	5.5
	Zone 19 Subtotal					6	9	15	5.5
21	South of Coo	1.00	Campus Trips	3.00	4.00	3	4	7	2.6
	Zone 21 Subtotal					3	4	7	2.6
22	Bay/High Ent	1.00	Campus Trips	3.00	4.00	3	4	7	2.6
	Zone 22 Subtotal					3	4	7	2.6
TOTAL						106	166	272	100.0

 2010 PM No Project + Campus Growth

Trip Distribution Report

Percent Of Trips Campus Trips

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
3	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
7	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
8	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
10	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
11	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
12	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
13	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
14	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
15	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
19	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
21	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
22	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	21	23
1	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
3	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
7	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
8	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
10	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
11	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
12	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
13	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
14	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
15	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
19	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
21	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
22	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	27	28	29	30	31	32	33	34
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

 2010 PM No Project + Campus Growth

Zone	To Gates										
	24	25	26	27	28	29	30	31	32	33	34
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates				
	35	36	37	38	39
1	0.0	0.0	25.0	1.0	7.0
3	0.0	0.0	25.0	1.0	7.0
7	0.0	0.0	25.0	1.0	7.0
8	0.0	0.0	25.0	1.0	7.0
10	0.0	0.0	25.0	1.0	7.0
11	0.0	0.0	25.0	1.0	7.0
12	0.0	0.0	25.0	1.0	7.0
13	0.0	0.0	25.0	1.0	7.0
14	0.0	0.0	25.0	1.0	7.0
15	0.0	0.0	25.0	1.0	7.0
16	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	25.0	1.0	7.0
19	0.0	0.0	25.0	1.0	7.0
21	0.0	0.0	25.0	1.0	7.0
22	0.0	0.0	25.0	1.0	7.0
23	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0

2010 PM No Project + Campus Growth
-----Turning Movement Report
2010 Campus Trips PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Campus Facilities / Coolidge													
Base	76	0	31	0	0	9	4	486	35	12	688	1	1342
Added	4	0	0	0	0	0	0	48	3	0	76	0	131
Total	80	0	31	0	0	9	4	534	38	12	764	1	1473
#2 Hagar / Coolidge													
Base	27	2	4	0	2	396	266	264	23	9	296	2	1291
Added	4	0	0	0	0	64	40	5	3	0	9	0	125
Total	31	2	4	0	2	460	306	269	26	9	305	2	1416
#3 Hagar / East Remote													
Base	0	243	69	41	203	0	0	0	0	206	0	46	808
Added	0	19	20	1	31	0	0	0	0	33	0	1	105
Total	0	262	89	42	234	0	0	0	0	239	0	47	913
#4 McLaughlin / Hagar													
Base	169	0	47	0	0	0	0	207	96	29	172	0	720
Added	7	0	9	0	0	0	0	0	12	15	1	0	44
Total	176	0	56	0	0	0	0	207	108	44	173	0	764
#5 Heller / McLaughlin													
Base	0	59	186	21	80	0	0	0	0	197	0	29	572
Added	0	0	1	1	0	0	0	0	0	3	0	2	7
Total	0	59	187	22	80	0	0	0	0	200	0	31	579
#6 Heller / Meyer													
Base	0	195	50	19	293	0	0	0	0	117	0	26	700
Added	0	5	7	0	8	0	0	0	0	11	0	0	31
Total	0	200	57	19	301	0	0	0	0	128	0	26	731
#7 Highway 1 / Western													
Base	23	69	79	164	79	18	17	405	18	34	373	201	1480
Added	0	0	0	1	0	1	1	1	0	0	1	1	6
Marine	24	36	0	0	14	0	2	0	0	20	0	0	96
Total	47	105	79	165	93	19	20	406	18	54	374	202	1582
#8 Empire Grade / Western													
Base	139	0	55	0	0	0	0	455	137	73	409	0	1268
Added	3	0	2	0	0	0	0	73	4	3	47	0	132
Marine	22	0	4	0	0	0	0	0	12	2	0	0	40
Total	164	0	61	0	0	0	0	528	153	78	456	0	1440
#9 Empire Grade/Heller													
Base	0	0	0	470	0	24	13	65	0	0	136	383	1091
Added	0	0	0	51	0	1	1	26	0	0	17	33	129
Marine	0	0	0	0	0	0	0	12	0	0	32	0	44
Total	0	0	0	521	0	25	14	103	0	0	185	416	1264

 2010 PM No Project + Campus Growth

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 High / Bay													
Base	227	260	46	270	499	68	53	192	274	78	226	176	2369
Added	33	38	0	21	60	3	2	20	53	0	13	14	257
Marine	0	7	0	0	4	2	4	0	0	0	0	0	17
Total	260	305	46	291	563	73	59	212	327	78	239	190	2643
#11 Iowa / Bay													
Base	56	646	34	19	948	49	52	30	57	47	39	16	1993
Added	0	68	0	0	108	5	3	0	0	0	0	0	184
Marine	0	7	0	0	4	0	0	0	0	0	0	0	11
Total	56	721	34	19	1060	54	55	30	57	47	39	16	2188
#12 Escalona / Bay													
Base	53	637	10	137	689	29	16	17	44	7	16	79	1734
Added	0	68	0	0	108	0	0	0	0	0	0	0	176
Marine	0	17	2	0	4	0	0	0	0	1	0	0	24
Total	53	722	12	137	801	29	16	17	44	8	16	79	1934
#13 King / Bay													
Base	20	531	37	271	684	24	30	161	27	63	164	191	2203
Added	0	54	0	23	85	0	0	0	0	0	0	14	176
Marine	0	9	2	0	5	0	0	0	0	1	0	0	17
Total	20	594	39	294	774	24	30	161	27	64	164	205	2396
#14 Mission / Bay													
Base	84	175	47	312	199	144	184	1186	83	216	1217	186	4033
Added	0	8	0	64	13	8	5	0	0	0	0	40	138
Marine	0	0	16	0	0	6	11	131	0	9	42	0	215
Total	84	183	63	376	212	158	200	1317	83	225	1259	226	4386
#15 Bay / California													
Base	0	303	221	71	353	0	0	0	0	189	0	85	1222
Added	0	7	0	0	12	0	0	0	0	0	0	0	19
Marine	0	0	0	0	0	0	0	9	0	0	16	0	25
Total	0	310	221	71	365	0	0	9	0	189	16	85	1266
#16 Bay / West Clfif													
Base	0	0	0	342	0	75	55	392	0	0	435	395	1694
Added	0	0	0	12	0	0	0	0	0	0	0	7	19
Total	0	0	0	354	0	75	55	392	0	0	435	402	1713
#17 Mission / Laurel													
Base	298	190	37	35	216	13	15	1028	321	59	1121	45	3378
Added	15	0	0	0	0	0	0	40	24	0	25	0	104
Marine	0	0	0	0	0	0	0	141	7	0	78	0	226
Total	313	190	37	35	216	13	15	1209	352	59	1224	45	3708

2010 PM No Project + Campus Growth

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Mission / Walnut													
Base	65	72	55	59	101	9	16	1026	57	46	1224	18	2748
Added	0	0	0	0	0	0	0	40	0	0	25	0	65
Marine	2	0	0	0	0	0	0	137	4	0	75	0	218
Total	67	72	55	59	101	9	16	1203	61	46	1324	18	3031
#19 Mission / King-Union													
Base	2	6	11	929	1	7	2	1330	2	30	1338	204	3862
Added	0	0	0	56	0	0	0	40	0	0	25	12	133
Marine	0	0	0	0	0	0	0	137	0	0	65	0	202
Total	2	6	11	985	1	7	2	1507	2	30	1428	216	4197
#20 Mission / Chestnut													
Base	125	325	37	51	399	1671	1412	533	105	12	467	56	5193
Added	1	0	0	0	0	53	83	13	1	0	8	0	159
Marine	0	13	2	0	7	70	127	9	0	0	5	0	233
Total	126	338	39	51	406	1794	1622	555	106	12	480	56	5585
#21 SR9 / SR1													
Base	125	257	407	715	257	143	223	1591	126	412	1607	497	6360
Added	0	0	0	0	0	5	8	75	0	0	48	0	136
Marine	0	0	0	0	0	4	7	134	0	0	74	0	219
Total	125	257	407	715	257	152	238	1800	126	412	1729	497	6715
#22 High / Storey													
Base	58	0	0	0	0	0	0	0	480	12	572	0	1122
Added	0	0	0	0	0	0	0	0	38	0	25	0	63
Total	58	0	0	0	0	0	0	0	518	12	597	0	1185
#23 King / Storey													
Base	0	0	0	515	0	14	13	247	0	0	217	26	1032
Added	0	0	0	37	0	0	0	19	0	0	12	0	68
Total	0	0	0	552	0	14	13	266	0	0	229	26	1100
#24 Mission / King (West)													
Base	0	0	0	19	0	61	65	933	0	41	674	24	1817
Added	0	0	0	0	0	0	0	2	0	0	3	0	5
Marine	0	0	0	0	0	0	0	89	0	0	49	0	138
Total	0	0	0	19	0	61	65	1024	0	41	726	24	1960
#25 Mission / Almar-Younglove													
Base	161	178	2	62	0	49	0	995	85	356	836	0	2724
Added	0	0	3	0	0	0	0	2	0	5	3	0	13
Marine	0	0	54	0	0	0	0	88	0	0	49	0	191
Total	161	178	59	62	0	49	0	1085	85	361	888	0	2928

 2010 PM No Project + Campus Growth

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#26 Highway 1 / Swift													
Base	87	43	273	65	15	2	8	582	75	232	465	69	1916
Added	1	0	1	0	0	0	0	1	1	2	1	0	7
Marine	0	0	53	0	0	0	0	36	0	29	20	0	138
Total	88	43	327	65	15	2	8	619	76	263	486	69	2061
#27 Delaware / Almar													
Base	8	88	25	34	105	43	45	365	7	17	169	59	965
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	30	0	54	41	0	0	24	0	149
Total	8	88	25	34	135	43	99	406	7	17	193	59	1114
#28 Delaware / Swift													
Base	7	130	30	80	196	59	97	196	29	28	80	47	979
Added	0	0	0	0	0	3	2	0	0	0	0	0	5
Marine	0	0	0	0	0	29	53	97	0	0	53	0	232
Total	7	130	30	80	196	91	152	293	29	28	133	47	1216
#29 Lincoln St. / Chestnut St.													
Base	0	191	48	56	243	0	10	107	40	17	0	84	796
Added	0	0	0	1	0	0	0	0	0	0	0	1	2
Marine	0	0	0	0	0	0	0	4	0	0	2	0	6
Total	0	191	48	57	243	0	10	111	40	17	2	85	804
#30 Highland Ave. / High St.													
Base	653	78	11	0	55	3	0	0	0	4	3	1	808
Added	25	0	0	0	0	0	0	0	0	0	0	0	25
Total	678	78	11	0	55	3	0	0	0	4	3	1	833
#31 Laurel St. / Chestnut St.													
Base	32	21	57	160	38	57	60	635	21	37	575	96	1789
Added	0	0	0	0	0	6	10	14	0	0	9	0	39
Marine	0	0	0	0	0	0	0	7	0	0	0	0	7
Total	32	21	57	160	38	63	70	656	21	37	584	96	1835
#32 Water St. / River St.													
Base	123	309	334	185	266	32	44	557	68	281	629	209	3037
Added	0	0	0	0	0	0	0	13	0	0	8	0	21
Marine	0	0	0	0	0	0	0	11	0	0	5	0	16
Total	123	309	334	185	266	32	44	581	68	281	642	209	3074
#33 Ocean St. / Water St.													
Base	148	537	102	330	770	269	353	667	75	104	522	171	4048
Added	3	0	0	0	0	0	0	8	5	0	5	0	21
Marine	0	0	0	0	0	0	0	11	0	0	5	0	16
Total	151	537	102	330	770	269	353	686	80	104	532	171	4085

 2010 PM No Project + Campus Growth

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#34 Water St. / Branciforte Ave.													
Base	186	244	42	39	126	82	267	791	237	75	1129	63	3281
Added	0	0	0	0	0	0	0	5	0	0	3	0	8
Total	186	244	42	39	126	82	267	796	237	75	1132	63	3289
#35 Soquel Ave. / Morrissey Blvd./ Water													
Base	23	156	27	260	182	485	447	1317	32	54	975	271	4229
Added	0	0	0	0	0	1	2	2	0	0	1	0	6
Total	23	156	27	260	182	486	449	1319	32	54	976	271	4235
#36 Soquel Ave. / Capitola Rd.													
Base	598	14	35	44	35	25	27	1011	878	67	604	26	3364
Added	0	0	0	0	0	0	0	2	0	0	1	0	3
Total	598	14	35	44	35	25	27	1013	878	67	605	26	3367
#37 Ocean St. / Soquel Ave.													
Base	56	432	112	312	731	144	138	545	154	88	343	138	3193
Added	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	56	432	112	312	731	144	138	546	154	88	343	138	3194
#38 Seabright Ave. / Soquel Ave.													
Base	194	40	252	49	107	77	57	778	108	201	491	15	2369
Added	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	194	40	252	49	107	77	57	779	108	201	491	15	2370
#39 Broadway / San Lorenzo Blvd.													
Base	364	0	48	0	0	0	0	553	507	0	476	0	1948
Added	6	0	0	0	0	0	0	4	10	0	3	0	23
Total	370	0	48	0	0	0	0	557	517	0	479	0	1971
#40 Seabright Ave. / Murray St.													
Base	49	89	106	307	105	42	55	717	3	43	441	198	2155
Added	0	0	0	0	0	1	2	3	0	0	2	0	8
Total	49	89	106	307	105	43	57	720	3	43	443	198	2163
#101 McLaughlin / Chinquapin													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	7	0	0	0	5	0	0	4	4	20
Total	0	0	0	7	0	0	0	5	0	0	4	4	20

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #1 Campus Facilities / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.714
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
 Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			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	0	0

Volume Module:

Base Vol:	76	0	31	0	0	9	4	486	35	12	688	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	0	31	0	0	9	4	486	35	12	688	1
Added Vol:	4	0	0	0	0	0	0	48	3	0	76	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	0	31	0	0	9	4	534	38	12	764	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	99	0	39	0	0	11	5	663	47	15	949	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	39	0	0	11	5	663	47	15	949	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.:	99	0	39	0	0	11	5	663	47	15	949	1

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	0.87	0.95	0.99	0.99	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.93	0.07	1.00	0.99	0.01
Final Sat.:	1461	0	1615	0	0	1644	1805	1756	125	1805	1898	2

Capacity Analysis Module:

Vol/Sat:	0.07	0.00	0.02	0.00	0.00	0.01	0.00	0.38	0.38	0.01	0.50	0.50
Crit Moves:	****						****			****		
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.10	0.00	0.69	0.69	0.02	0.70	0.70
Volume/Cap:	0.71	0.00	0.25	0.00	0.00	0.07	0.71	0.55	0.55	0.55	0.71	0.71
Delay/Veh:	42.4	0.0	26.0	0.0	0.0	24.9	190.3	5.1	5.1	50.8	7.2	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	0.0	26.0	0.0	0.0	24.9	190.3	5.1	5.1	50.8	7.2	7.2
HCM2kAvg:	4	0	1	0	0	0	1	7	7	1	12	12

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hagar / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.924
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 37.4
 Optimal Cycle: 87 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	1	1	0	1

Volume Module:

Base Vol:	27	2	4	0	2	396	266	264	23	9	296	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	2	4	0	2	396	266	264	23	9	296	2
Added Vol:	4	0	0	0	0	64	40	5	3	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	2	4	0	2	460	306	269	26	9	305	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	37	2	5	0	2	556	370	325	31	11	368	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	2	5	0	2	556	370	325	31	11	368	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.:	37	2	5	0	2	556	370	325	31	11	368	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	1.00	0.87	0.87	0.95	0.99	0.99	0.95	1.00	1.00
Lanes:	0.84	0.05	0.11	0.00	0.01	0.99	1.00	0.91	0.09	1.00	0.99	0.01
Final Sat.:	1206	78	156	0	7	1638	1805	1710	165	1805	1886	12

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.00	0.34	0.34	0.20	0.19	0.19	0.01	0.20	0.20
Crit Moves:				****			****			****		
Green/Cycle:	0.37	0.37	0.37	0.00	0.37	0.37	0.22	0.42	0.42	0.01	0.21	0.21
Volume/Cap:	0.08	0.08	0.08	0.00	0.92	0.92	0.92	0.45	0.45	0.45	0.92	0.92
Delay/Veh:	12.5	12.5	12.5	0.0	38.3	38.3	49.8	12.9	12.9	42.3	50.0	50.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	0.0	38.3	38.3	49.8	12.9	12.9	42.3	50.0	50.0
HCM2kAvg:	1	1	1	0	15	15	12	5	5	1	11	11

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Hagar / East Remote

Average Delay (sec/veh): 11.0 Worst Case Level Of Service: D[33.8]

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	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	243	69	41	203	0	0	0	0	206	0	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:	0	243	69	41	203	0	0	0	0	206	0	46
Added Vol:	0	19	20	1	31	0	0	0	0	33	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	262	89	42	234	0	0	0	0	239	0	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	322	109	52	288	0	0	0	0	294	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	322	109	52	288	0	0	0	0	294	0	58

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	432	xxxx	xxxxx	xxxx	xxxx	xxxxx	713	xxxx	322
Potent Cap.:	xxxx	xxxx	xxxxx	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx	401	xxxx	723
Move Cap.:	xxxx	xxxx	xxxxx	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx	387	xxxx	723
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.76	xxxx	0.08

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.2	xxxx	0.3
Stopped Del:	xxxxxx	xxxx	xxxxxx	8.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	38.4	xxxx	10.4
LOS by Move:	*	*	*	A	*	*	*	*	*	E	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	8.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	33.8		
ApproachLOS:	*	*	*	*	*	*	*	*	*	D		

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

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

 Intersection #4 McLaughlin / Hagar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.992
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 41.9
 Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	169	0	47	0	0	0	0	207	96	29	172	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	0	47	0	0	0	0	207	96	29	172	0
Added Vol:	7	0	9	0	0	0	0	0	12	15	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	0	56	0	0	0	0	207	108	44	173	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.48	0.62	0.53	0.62	0.62	0.62	0.62	0.56	0.48	0.53	0.56	0.62
PHF Volume:	365	0	105	0	0	0	0	372	224	83	311	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	0	105	0	0	0	0	372	224	83	311	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.:	365	0	105	0	0	0	0	372	224	83	311	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:	0.78	0.00	0.22	0.00	0.00	0.00	0.00	0.62	0.38	0.21	0.79	0.00
Final Sat.:	429	0	124	0	0	0	0	375	226	114	428	0

Capacity Analysis Module:

Vol/Sat:	0.85	xxxx	0.85	xxxx	xxxx	xxxx	xxxx	0.99	0.99	0.73	0.73	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	35.2	0.0	35.2	0.0	0.0	0.0	0.0	58.9	58.9	24.3	24.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	0.0	35.2	0.0	0.0	0.0	0.0	58.9	58.9	24.3	24.3	0.0
LOS by Move:	E	*	E	*	*	*	*	F	F	C	C	*
ApproachDel:	35.2			xxxxxx			58.9			24.3		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	35.2			xxxxxx			58.9			24.3		
LOS by Appr:	E			*			F			C		

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

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

Intersection #5 Heller / McLaughlin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.655
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
 Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	59	186	21	80	0	0	0	0	197	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	59	186	21	80	0	0	0	0	197	0	29
Added Vol:	0	0	1	1	0	0	0	0	0	3	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	59	187	22	80	0	0	0	0	200	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:	0.65	0.55	0.55	0.64	0.55	0.65	0.65	0.65	0.65	0.55	0.65	0.64
PHF Volume:	0	108	342	34	146	0	0	0	0	366	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	108	342	34	146	0	0	0	0	366	0	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	108	342	34	146	0	0	0	0	366	0	48

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.24	0.76	0.19	0.81	0.00	0.00	0.00	0.00	0.88	0.00	0.12
Final Sat.:	0	171	541	112	480	0	0	0	0	558	0	73

Capacity Analysis Module:

Vol/Sat:	xxxx	0.63	0.63	0.30	0.30	xxxx	xxxx	xxxx	xxxx	0.66	xxxx	0.66
Crit Moves:	****			****			****					
Delay/Veh:	0.0	15.3	15.3	11.0	11.0	0.0	0.0	0.0	0.0	17.4	0.0	17.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.3	15.3	11.0	11.0	0.0	0.0	0.0	0.0	17.4	0.0	17.4
LOS by Move:	*	C	C	B	B	*	*	*	*	C	*	C
ApproachDel:	15.3			11.0			xxxxxx			17.4		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	15.3			11.0			xxxxxx			17.4		
LOS by Appr:	C			B			*			C		

2010 PM No Project + Campus Growth

Level Of Service Computation Report

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

 Intersection #6 Heller / Meyer

Cycle (sec): 100 Critical Vol./Cap. (X): 0.877
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.8
 Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	195	50	19	293	0	0	0	0	117	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	195	50	19	293	0	0	0	0	117	0	26
Added Vol:	0	5	7	0	8	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	200	57	19	301	0	0	0	0	128	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.61	0.55	0.61	0.55	0.55	0.61	0.61	0.61	0.61	0.61	0.61	0.55
PHF Volume:	0	364	93	35	547	0	0	0	0	209	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	364	93	35	547	0	0	0	0	209	0	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	364	93	35	547	0	0	0	0	209	0	47

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.80	0.20	0.06	0.94	0.00	0.00	0.00	0.00	0.82	0.00	0.18
Final Sat.:	0	518	133	39	624	0	0	0	0	441	0	100

Capacity Analysis Module:

Vol/Sat:	xxxx	0.70	0.70	0.88	0.88	xxxx	xxxx	xxxx	xxxx	0.47	xxxx	0.47
Crit Moves:	****			****						****		
Delay/Veh:	0.0	19.5	19.5	33.6	33.6	0.0	0.0	0.0	0.0	14.4	0.0	14.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	19.5	33.6	33.6	0.0	0.0	0.0	0.0	14.4	0.0	14.4
LOS by Move:	*	C	C	D	D	*	*	*	*	B	*	B
ApproachDel:	19.5			33.6			xxxxxx			14.4		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	19.5			33.6			xxxxxx			14.4		
LOS by Appr:	C			D			*			B		

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #7 Highway 1 / Western

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.3
 Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	23	69	79	164	79	18	17	405	18	34	373	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	69	79	164	79	18	17	405	18	34	373	201
Added Vol:	0	0	0	1	0	1	1	1	0	0	1	1
Marine Labs:	24	36	0	0	14	0	2	0	0	20	0	0
Initial Fut:	47	105	79	165	93	19	20	406	18	54	374	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	50	112	84	176	99	20	21	432	19	57	398	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	112	84	176	99	20	21	432	19	57	398	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	112	84	176	99	20	21	432	19	57	398	215

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.61	0.61	0.61	0.95	0.99	0.99	0.95	0.95	0.95
Lanes:	0.20	0.46	0.34	0.59	0.34	0.07	1.00	0.96	0.04	1.00	0.65	0.35
Final Sat.:	329	735	553	694	391	80	1805	1808	80	1805	1168	631

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.15	0.25	0.25	0.25	0.01	0.24	0.24	0.03	0.34	0.34
Crit Moves:				****			****			****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.02	0.45	0.45	0.06	0.50	0.50
Volume/Cap:	0.41	0.41	0.41	0.69	0.69	0.69	0.69	0.53	0.53	0.53	0.69	0.69
Delay/Veh:	24.0	24.0	24.0	31.4	31.4	31.4	98.2	20.3	20.3	50.4	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	24.0	24.0	31.4	31.4	31.4	98.2	20.3	20.3	50.4	21.6	21.6
HCM2kAvg:	6	6	6	13	13	13	2	10	10	3	15	15

2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #8 Empire Grade / Western

Average Delay (sec/veh): 33.0 Worst Case Level Of Service: F[207.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	0 0 0	0	0	0 1 0	0	1	0 0 0

Volume Module:

Base Vol:	139	0	55	0	0	0	0	455	137	73	409	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	0	55	0	0	0	0	455	137	73	409	0
Added Vol:	3	0	2	0	0	0	0	73	4	3	47	0
Marine Labs:	22	0	4	0	0	0	0	0	12	2	0	0
Initial Fut:	164	0	61	0	0	0	0	528	153	78	456	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	180	0	67	0	0	0	0	578	168	85	499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	180	0	67	0	0	0	0	578	168	85	499	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:

Cnflct Vol:	1332	xxxx	662	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	746	xxxx	xxxxx
Potent Cap.:	172	xxxx	465	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	871	xxxx	xxxxx
Move Cap.:	158	xxxx	465	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	871	xxxx	xxxxx
Volume/Cap:	1.14	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	193	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	13.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx			
Shrd StpDel:	xxxxx	208	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	207.7			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	F			*			*			*					

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #9 Empire Grade/Heller

Cycle (sec): 60 Critical Vol./Cap. (X): 0.561
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 8.2
 Optimal Cycle: 33 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:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	470	0	24	13	65	0	0	136	383
Growth Adj:	1.00	1.00	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	470	0	24	13	65	0	0	136	383
Added Vol:	0	0	0	51	0	1	1	26	0	0	17	33
Marine Labs:	0	0	0	0	0	0	0	12	0	0	32	0
Initial Fut:	0	0	0	521	0	25	14	103	0	0	185	416
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	0	0	656	0	31	18	130	0	0	233	524
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	656	0	31	18	130	0	0	233	524
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	656	0	31	18	130	0	0	233	524

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.47	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	891	1900	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.36	0.00	0.02	0.02	0.07	0.00	0.00	0.12	0.32	
Crit Moves:				****							****		
Green/Cycle:	0.00	0.00	0.00	0.65	0.00	0.65	0.22	0.22	0.00	0.00	0.22	0.87	
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.03	0.09	0.31	0.00	0.00	0.56	0.37	
Delay/Veh:	0.0	0.0	0.0	6.5	0.0	3.8	18.9	20.1	0.0	0.0	22.6	1.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	6.5	0.0	3.8	18.9	20.1	0.0	0.0	22.6	1.0	
HCM2kAvg:	0	0	0	8	0	0	1	2	0	0	5	2	

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 High / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.739
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.7
 Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	227	260	46	270	499	68	53	192	274	78	226	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	260	46	270	499	68	53	192	274	78	226	176
Added Vol:	33	38	0	21	60	3	2	20	53	0	13	14
Marine Labs:	0	7	0	0	4	2	4	0	0	0	0	0
Initial Fut:	260	305	46	291	563	73	59	212	327	78	239	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	284	333	50	318	615	80	64	231	357	85	261	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	333	50	318	615	80	64	231	357	85	261	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.:	284	333	50	318	615	80	64	231	357	85	261	207

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.77	0.77	0.85	0.76	0.76	0.85
Lanes:	1.00	1.74	0.26	1.00	1.77	0.23	0.22	0.78	1.00	0.25	0.75	1.00
Final Sat.:	1805	3074	464	1805	3141	407	318	1143	1615	357	1094	1615

Capacity Analysis Module:

Vol/Sat:	0.16	0.11	0.11	0.18	0.20	0.20	0.20	0.20	0.22	0.24	0.24	0.13
Crit Moves:	****				****					****		
Green/Cycle:	0.21	0.18	0.18	0.30	0.26	0.26	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.74	0.60	0.60	0.60	0.74	0.74	0.63	0.63	0.69	0.74	0.74	0.40
Delay/Veh:	29.5	24.0	24.0	19.9	23.3	23.3	20.0	20.0	21.5	24.2	24.2	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	24.0	24.0	19.9	23.3	23.3	20.0	20.0	21.5	24.2	24.2	16.3
HCM2kAvg:	7	4	4	6	8	8	7	7	7	9	9	3

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Iowa / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.517

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.8

Optimal Cycle: 41 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Protected Protected Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 0 1 0 1 0 0 1 0 1 0 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 56 646 34 19 948 49 52 30 57 47 39 16

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 56 646 34 19 948 49 52 30 57 47 39 16

Added Vol: 0 68 0 0 108 5 3 0 0 0 0 0

Marine Labs: 0 7 0 0 4 0 0 0 0 0 0 0

Initial Fut: 56 721 34 19 1060 54 55 30 57 47 39 16

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88

PHF Volume: 64 822 39 22 1209 62 63 34 65 54 44 18

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 64 822 39 22 1209 62 63 34 65 54 44 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.: 64 822 39 22 1209 62 63 34 65 54 44 18

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.74 0.74 0.85 0.77 0.77 0.85

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.65 0.35 1.00 0.55 0.45 1.00

Final Sat.: 1805 3610 1615 1805 3610 1615 907 495 1615 799 663 1615

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.04 0.23 0.02 0.01 0.33 0.04 0.07 0.07 0.04 0.07 0.07 0.01

Crit Moves: **** **** ****

Green/Cycle: 0.07 0.68 0.68 0.04 0.65 0.65 0.13 0.13 0.13 0.13 0.13 0.13

Volume/Cap: 0.52 0.33 0.04 0.33 0.52 0.06 0.52 0.52 0.30 0.50 0.50 0.08

Delay/Veh: 39.8 5.4 4.2 40.7 7.7 5.2 34.8 34.8 32.1 34.2 34.2 30.5

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 39.8 5.4 4.2 40.7 7.7 5.2 34.8 34.8 32.1 34.2 34.2 30.5

HCM2kAvg: 2 4 0 1 8 1 4 4 2 4 4 0

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #12 Escalona / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.643
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 7.2
 Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	1	0	1 0 1	0	1	0 0 1	0	0	1! 0 0

Volume Module:

Base Vol:	53	637	10	137	689	29	16	17	44	7	16	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	637	10	137	689	29	16	17	44	7	16	79
Added Vol:	0	68	0	0	108	0	0	0	0	0	0	0
Marine Labs:	0	17	2	0	4	0	0	0	0	1	0	0
Initial Fut:	53	722	12	137	801	29	16	17	44	8	16	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	59	800	13	152	887	32	18	19	49	9	18	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	800	13	152	887	32	18	19	49	9	18	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	59	800	13	152	887	32	18	19	49	9	18	87

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.39	1.00	0.85	0.81	0.81	0.85	0.87	0.87	0.87
Lanes:	0.07	0.92	0.01	1.00	1.00	1.00	0.48	0.52	1.00	0.08	0.15	0.77
Final Sat.:	115	1567	26	735	1900	1615	742	788	1615	129	258	1272

Capacity Analysis Module:

Vol/Sat:	0.51	0.51	0.51	0.21	0.47	0.02	0.02	0.02	0.03	0.07	0.07	0.07
Crit Moves:	****			****								
Green/Cycle:	0.79	0.79	0.79	0.79	0.79	0.79	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.64	0.64	0.64	0.26	0.59	0.03	0.22	0.22	0.28	0.64	0.64	0.64
Delay/Veh:	4.6	4.6	4.6	2.4	3.8	1.8	33.4	33.4	33.8	42.1	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.6	4.6	4.6	2.4	3.8	1.8	33.4	33.4	33.8	42.1	42.1	42.1
HCM2kAvg:	11	11	11	3	9	0	1	1	1	4	4	4

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 King / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 1.258
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 58.2
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	20	531	37	271	684	24	30	161	27	63	164	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	531	37	271	684	24	30	161	27	63	164	191
Added Vol:	0	54	0	23	85	0	0	0	0	0	0	14
Marine Labs:	0	9	2	0	5	0	0	0	0	1	0	0
Initial Fut:	20	594	39	294	774	24	30	161	27	64	164	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	26	775	51	384	1010	31	39	210	35	84	214	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	775	51	384	1010	31	39	210	35	84	214	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	26	775	51	384	1010	31	39	210	35	84	214	268

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.99	0.99	0.24	1.00	1.00	0.63	0.63	0.63	0.64	0.64	0.85
Lanes:	1.00	0.94	0.06	1.00	0.97	0.03	0.14	0.74	0.12	0.28	0.72	1.00
Final Sat.:	236	1767	116	454	1835	57	164	881	148	341	875	1615

Capacity Analysis Module:

Vol/Sat:	0.11	0.44	0.44	0.85	0.55	0.55	0.24	0.24	0.24	0.24	0.24	0.17	
Crit Moves:				****							****		
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.19	0.19	0.19	0.19	0.19	0.19	
Volume/Cap:	0.16	0.65	0.65	1.26	0.82	0.82	1.23	1.23	1.23	1.26	1.26	0.85	
Delay/Veh:	4.1	7.0	7.0	149.7	11.5	11.5	157.5	158	157.5	169.7	170	42.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	4.1	7.0	7.0	149.7	11.5	11.5	157.5	158	157.5	169.7	170	42.7	
HCM2kAvg:	1	10	10	72	17	17	22	22	22	23	23	8	

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 1.071
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 79.3
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	84	175	47	312	199	144	184	1186	83	216	1217	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	175	47	312	199	144	184	1186	83	216	1217	186
Added Vol:	0	8	0	64	13	8	5	0	0	0	0	40
Marine Labs:	0	0	16	0	0	6	11	131	0	9	42	0
Initial Fut:	84	183	63	376	212	158	200	1317	83	225	1259	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	92	199	69	410	231	172	218	1435	90	245	1371	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	199	69	410	231	172	218	1435	90	245	1371	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.:	92	199	69	410	231	172	218	1435	90	245	1371	246

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.93	0.93
Lanes:	1.00	0.74	0.26	1.28	0.72	1.00	1.00	1.88	0.12	1.00	1.70	0.30
Final Sat.:	1805	1360	468	2355	1328	1615	1805	3365	212	1805	2990	537

Capacity Analysis Module:

Vol/Sat:	0.05	0.15	0.15	0.17	0.17	0.11	0.12	0.43	0.43	0.14	0.46	0.46
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.14	0.14	0.16	0.16	0.16	0.11	0.41	0.41	0.13	0.43	0.43
Volume/Cap:	0.37	1.07	1.07	1.07	1.07	0.66	1.07	1.04	1.04	1.04	1.07	1.07
Delay/Veh:	40.2	120	120.3	99.3	99.3	45.2	127.7	63.9	63.9	112.7	73.5	73.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	120	120.3	99.3	99.3	45.2	127.7	63.9	63.9	112.7	73.5	73.5
HCM2kAvg:	3	14	14	17	17	6	13	33	33	13	36	36

2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Bay / California

Average Delay (sec/veh): 27.6 Worst Case Level Of Service: F[117.6]

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	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	303	221	71	353	0	0	0	0	189	0	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	303	221	71	353	0	0	0	0	189	0	85
Added Vol:	0	7	0	0	12	0	0	0	0	0	0	0
Marine Labs:	0	0	0	0	0	0	0	9	0	0	16	0
Initial Fut:	0	310	221	71	365	0	0	9	0	189	16	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	316	226	72	372	0	0	9	0	193	16	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	316	226	72	372	0	0	9	0	193	16	87

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	xxxxx	7.1	6.5	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxxx	4.0	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	542	xxxx	xxxxx	xxxx	1059	xxxxx	951	946	429
Potent Cap.:	xxxx	xxxx	xxxxx	1037	xxxx	xxxxx	xxxx	226	xxxxx	242	263	630
Move Cap.:	xxxx	xxxx	xxxxx	1037	xxxx	xxxxx	xxxx	210	xxxxx	221	244	630
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	0.04	xxxx	0.87	0.07	0.14

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	8.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	274	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	12.0	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	8.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	118	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	117.6	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	F	*	

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

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

 Intersection #16 Bay / West Clif

Cycle (sec): 100 Critical Vol./Cap. (X): 0.921
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 38.8
 Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	342	0	75	55	392	0	0	435	395
Growth Adj:	1.00	1.00	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	342	0	75	55	392	0	0	435	395
Added Vol:	0	0	0	12	0	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	354	0	75	55	392	0	0	435	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	378	0	80	59	418	0	0	464	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	378	0	80	59	418	0	0	464	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	378	0	80	59	418	0	0	464	429

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.12	0.88	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	453	0	530	64	454	0	0	511	566

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.83	xxxx	0.15	0.92	0.92	xxxx	xxxx	0.91	0.76
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	38.5	0.0	10.6	48.2	48.2	0.0	0.0	46.3	25.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.5	0.0	10.6	48.2	48.2	0.0	0.0	46.3	25.9
LOS by Move:	*	*	*	E	*	B	E	E	*	*	E	D
ApproachDel:	xxxxxx			33.6			48.2			36.5		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			33.6			48.2			36.5		
LOS by Appr:	*			D			E			E		

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 1.006
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 49.4
 Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	298	190	37	35	216	13	15	1028	321	59	1121	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	190	37	35	216	13	15	1028	321	59	1121	45
Added Vol:	15	0	0	0	0	0	0	40	24	0	25	0
Marine Labs:	0	0	0	0	0	0	0	141	7	0	78	0
Initial Fut:	313	190	37	35	216	13	15	1209	352	59	1224	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	333	202	39	37	230	14	16	1286	374	63	1302	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	202	39	37	230	14	16	1286	374	63	1302	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	333	202	39	37	230	14	16	1286	374	63	1302	48

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.99	0.99	0.99	0.95	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	0.84	0.16	0.13	0.82	0.05	1.00	1.55	0.45	1.00	1.93	0.07
Final Sat.:	1805	1552	302	248	1533	92	1805	2701	786	1805	3465	127

Capacity Analysis Module:

Vol/Sat:	0.18	0.13	0.13	0.15	0.15	0.15	0.01	0.48	0.48	0.03	0.38	0.38
Crit Moves:	****					****		****		****		
Green/Cycle:	0.18	0.18	0.18	0.15	0.15	0.15	0.01	0.47	0.47	0.03	0.50	0.50
Volume/Cap:	1.01	0.71	0.71	1.01	1.01	1.01	0.76	1.01	1.01	1.01	0.76	0.76
Delay/Veh:	91.9	45.2	45.2	98.1	98.1	98.1	139.9	50.0	50.0	164.0	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.9	45.2	45.2	98.1	98.1	98.1	139.9	50.0	50.0	164.0	22.3	22.3
HCM2kAvg:	16	8	8	14	14	14	2	34	34	5	18	18

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #18 Mission / Walnut

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 18.6
 Optimal Cycle: 75 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:	Split Phase			Split Phase			Permitted			Permitted		
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	1	1	0	1

Volume Module:

Base Vol:	65	72	55	59	101	9	16	1026	57	46	1224	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:	65	72	55	59	101	9	16	1026	57	46	1224	18
Added Vol:	0	0	0	0	0	0	0	40	0	0	25	0
Marine Labs:	2	0	0	0	0	0	0	137	4	0	75	0
Initial Fut:	67	72	55	59	101	9	16	1203	61	46	1324	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	83	89	68	73	125	11	20	1485	75	57	1635	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	89	68	73	125	11	20	1485	75	57	1635	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.:	83	89	68	73	125	11	20	1485	75	57	1635	22

Saturation Flow Module:



















Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.99	0.99	0.08	0.94	0.94	0.09	0.95	0.95
Lanes:	1.00	0.57	0.43	1.00	0.92	0.08	1.00	1.90	0.10	1.00	1.97	0.03
Final Sat.:	1805	1007	769	1805	1724	154	144	3412	173	179	3554	48

Capacity Analysis Module:

Vol/Sat:	0.05	0.09	0.09	0.04	0.07	0.07	0.14	0.44	0.44	0.32	0.46	0.46
Crit Moves:	****			****						****		
Green/Cycle:	0.12	0.12	0.12	0.10	0.10	0.10	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.38	0.74	0.74	0.41	0.74	0.74	0.22	0.70	0.70	0.51	0.74	0.74
Delay/Veh:	41.8	55.4	55.4	44.0	58.5	58.5	9.5	13.6	13.6	14.4	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	55.4	55.4	44.0	58.5	58.5	9.5	13.6	13.6	14.4	14.5	14.5
HCM2kAvg:	3	6	6	3	6	6	3	17	17	10	19	19

HCM Signalized Intersection Capacity Analysis
2020 PM No Project

3: Mission - SR 1 & King
PM Baseline

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95		1.00	0.95			1.00		0.95	0.95	
Frt		1.00		1.00	0.98			0.92		1.00	1.00	
Flt Protected		1.00		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (prot)		3538		1770	3470			1708		1681	1683	
Flt Permitted		0.89		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (perm)		3141		1770	3470			1708		1681	1683	
Volume (vph)	2	1507	2	30	1428	216	2	6	11	985	1	7
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	2	1538	2	31	1457	220	2	6	11	1005	1	7
Lane Group Flow (vph)	0	1542	0	31	1677	0	0	19	0	529	484	0
Turn Type	Perm			Prot			Split			Split		
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		70.6		3.2	77.8			17.0		44.0	44.0	
Effective Green, g (s)		70.6		3.2	77.8			17.0		44.0	44.0	
Actuated g/C Ratio		0.47		0.02	0.52			0.11		0.29	0.29	
Clearance Time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1471		38	1790			193		490	491	
v/s Ratio Prot				0.02	c0.48			c0.01		c0.31	0.29	
v/s Ratio Perm		c0.49										
v/c Ratio		1.05		0.82	0.94			0.10		1.08	0.99	
Uniform Delay, d1		40.1		73.5	34.2			60.0		53.4	53.1	
Progression Factor		1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2		37.2		76.1	10.8			1.0		63.8	37.2	
Delay (s)		77.3		149.6	45.0			61.0		117.2	90.3	
Level of Service		E		F	D			E		F	F	
Approach Delay (s)		77.3			46.9			61.0			104.4	
Approach LOS		E			D			E			F	
Intersection Summary												
HCM Average Control Delay			71.5			HCM Level of Service				E		
HCM Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			150.8			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			88.7%			ICU Level of Service				D		
c Critical Lane Group												

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 0.997
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 48.2
 Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	10	0	0	60	60	0	0	0	0
Lanes:	1	0	1	1	0	2	1	1	1	0	1	1

Volume Module:

Base Vol:	125	325	37	51	399	1671	1412	533	105	12	467	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	325	37	51	399	1671	1412	533	105	12	467	56
Added Vol:	1	0	0	0	0	53	83	13	1	0	8	0
Marine Labs:	0	13	2	0	7	70	127	9	0	0	5	0
Initial Fut:	126	338	39	51	406	1794	1622	555	106	12	480	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	135	362	42	55	435	1923	1738	595	114	13	514	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	362	42	55	435	1923	1738	595	114	13	514	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	362	42	55	435	1923	1738	595	114	13	514	60

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.75	0.92	0.92	0.85	0.95	0.95	0.85
Lanes:	1.00	1.79	0.21	1.00	2.00	2.00	2.00	1.00	1.00	0.05	1.95	1.00
Final Sat.:	1805	3188	368	1805	3610	2842	3480	1740	1615	88	3518	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.11	0.11	0.03	0.12	0.68	0.50	0.34	0.07	0.15	0.15	0.04
Crit Moves:	****					****	****			****		
Green/Cycle:	0.08	0.15	0.15	0.11	0.18	0.68	0.50	0.50	0.50	0.15	0.15	0.25
Volume/Cap:	1.00	0.78	0.78	0.28	0.68	1.00	1.00	0.68	0.14	1.00	1.00	0.15
Delay/Veh:	131.9	57.0	57.0	50.2	49.2	39.2	47.8	23.3	16.2	89.6	89.6	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.9	57.0	57.0	50.2	49.2	39.2	47.8	23.3	16.2	89.6	89.6	34.9
HCM2kAvg:	9	9	9	2	9	43	40	18	2	14	14	2

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 0.990
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 68.8
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	3	0	1	2

Volume Module:

Base Vol:	125	257	407	715	257	143	223	1591	126	412	1607	497
Growth Adj:	1.00	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	257	407	715	257	143	223	1591	126	412	1607	497
Added Vol:	0	0	0	0	0	5	8	75	0	0	48	0
Marine Labs:	0	0	0	0	0	4	7	134	0	0	74	0
Initial Fut:	125	257	407	715	257	152	238	1800	126	412	1729	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	134	276	437	768	276	163	256	1933	135	443	1857	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	276	437	768	276	163	256	1933	135	443	1857	534
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	276	437	768	276	163	256	1933	135	443	1857	534

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.92	1.00	0.85	0.95	0.91	0.85	0.92	0.91	0.85
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1805	1900	2842	3502	1900	1615	1805	5187	1615	3502	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.15	0.15	0.22	0.15	0.10	0.14	0.37	0.08	0.13	0.36	0.33
Crit Moves:			****	****			****			****		
Green/Cycle:	0.16	0.16	0.16	0.22	0.22	0.22	0.14	0.38	0.38	0.13	0.36	0.36
Volume/Cap:	0.48	0.94	0.99	0.99	0.66	0.46	0.99	0.99	0.22	0.99	0.99	0.91
Delay/Veh:	53.3	91.9	97.0	82.2	51.6	46.4	110.9	59.5	28.8	98.3	61.3	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	91.9	97.0	82.2	51.6	46.4	110.9	59.5	28.8	98.3	61.3	60.1
HCM2kAvg:	6	15	13	22	11	6	16	33	4	14	32	25

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 High / Storey

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[14.7]

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:	1	0	0	0	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	58	0	0	0	0	0	0	0	480	12	572	0
Growth Adj:	1.00	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	0	0	0	0	0	0	480	12	572	0
Added Vol:	0	0	0	0	0	0	0	0	38	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	0	0	0	0	0	0	0	518	12	597	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	0	0	0	0	0	0	0	544	13	626	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	61	0	0	0	0	0	0	0	544	13	626	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	652	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	544	xxxx	xxxxx
Potent Cap.:	436	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1036	xxxx	xxxxx
Move Cap.:	432	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1036	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

Queue:	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	14.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	14.7			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	B			*			*			*		

2010 PM No Project + Campus Growth

Level Of Service Computation Report

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

 Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 1.101
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 54.6
 Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	515	0	14	13	247	0	0	217	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	515	0	14	13	247	0	0	217	26
Added Vol:	0	0	0	37	0	0	0	19	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	552	0	14	13	266	0	0	229	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	599	0	15	14	289	0	0	248	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	599	0	15	14	289	0	0	248	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.:	0	0	0	599	0	15	14	289	0	0	248	28

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.05	0.95	0.00	0.00	0.90	0.10
Final Sat.:	0	0	0	544	0	663	26	542	0	0	511	58

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	1.10	xxxx	0.02	0.53	0.53	xxxx	xxxx	0.49	0.49
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	93.6	0.0	8.3	16.1	16.1	0.0	0.0	15.0	15.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	93.6	0.0	8.3	16.1	16.1	0.0	0.0	15.0	15.0
LOS by Move:	*	*	*	F	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx				91.5			16.1			15.0	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				91.5			16.1			15.0	
LOS by Appr:	*			F			C			B		

2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #24 Mission / King (West)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: D[25.8]

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	1	0	1	1	0	1	0

Volume Module:

Base Vol:	0	0	0	19	0	61	65	933	0	41	674	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	0	61	65	933	0	41	674	24
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
Marine Labs:	0	0	0	0	0	0	0	89	0	0	49	0
Initial Fut:	0	0	0	19	0	61	65	1024	0	41	726	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	20	0	66	70	1101	0	44	781	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	20	0	66	70	1101	0	44	781	26

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1572	xxxx	403	806	xxxx	xxxxx	1101	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	103	xxxx	602	827	xxxx	xxxxx	642	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	91	xxxx	602	827	xxxx	xxxxx	642	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	xxxx	0.11	0.08	xxxx	xxxx	0.07	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	9.8	xxxx	xxxxxx	11.0	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	258	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	1.4	xxxxxx	0.3	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	25.8	xxxxxx	9.8	xxxx	xxxxxx	11.0	xxxx	xxxxxx
Shared LOS:	*	*	*	*	D	*	A	*	*	B	*	*
ApproachDel:	xxxxxxx			25.8			xxxxxxx			xxxxxxx		
ApproachLOS:	*			D			*			*		

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #25 Mission / Almar-Younglove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.880
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.8
 Optimal Cycle: 109 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	0	1	1	0	2

Volume Module:

Base Vol:	161	178	2	62	0	49	0	995	85	356	836	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	178	2	62	0	49	0	995	85	356	836	0
Added Vol:	0	0	3	0	0	0	0	2	0	5	3	0
Marine Labs:	0	0	54	0	0	0	0	88	0	0	49	0
Initial Fut:	161	178	59	62	0	49	0	1085	85	361	888	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	172	190	63	66	0	52	0	1159	91	386	949	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	190	63	66	0	52	0	1159	91	386	949	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.:	172	190	63	66	0	52	0	1159	91	386	949	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.95	1.00	0.85	1.00	0.94	0.94	0.95	0.95	1.00
Lanes:	1.00	0.75	0.25	1.00	0.00	1.00	0.00	1.85	0.15	1.00	2.00	0.00
Final Sat.:	1805	1374	455	1805	0	1615	0	3311	259	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.10	0.14	0.14	0.04	0.00	0.03	0.00	0.35	0.35	0.21	0.26	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.16	0.16	0.04	0.00	0.04	0.00	0.40	0.40	0.24	0.64	0.00
Volume/Cap:	0.61	0.88	0.88	0.88	0.00	0.78	0.00	0.88	0.88	0.88	0.41	0.00
Delay/Veh:	43.0	66.4	66.4	112.1	0.0	89.8	0.0	34.5	34.5	54.6	8.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	66.4	66.4	112.1	0.0	89.8	0.0	34.5	34.5	54.6	8.9	0.0
HCM2kAvg:	6	11	11	4	0	3	0	21	21	15	7	0

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #26 Highway 1 / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 0.644
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.4
 Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	87	43	273	65	15	2	8	582	75	232	465	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:	87	43	273	65	15	2	8	582	75	232	465	69
Added Vol:	1	0	1	0	0	0	0	1	1	2	1	0
Marine Labs:	0	0	53	0	0	0	0	36	0	29	20	0
Initial Fut:	88	43	327	65	15	2	8	619	76	263	486	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	92	45	341	68	16	2	8	645	79	274	506	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	45	341	68	16	2	8	645	79	274	506	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	45	341	68	16	2	8	645	79	274	506	72

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.85	0.71	0.71	0.85	0.95	0.93	0.93	0.95	0.93	0.93
Lanes:	0.67	0.33	1.00	0.81	0.19	1.00	1.00	1.78	0.22	1.00	1.75	0.25
Final Sat.:	964	471	1615	1101	254	1615	1805	3164	388	1805	3101	440

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.21	0.06	0.06	0.00	0.00	0.20	0.20	0.15	0.16	0.16
Crit Moves:	****						****			****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.02	0.32	0.32	0.24	0.54	0.54
Volume/Cap:	0.29	0.29	0.64	0.19	0.19	0.00	0.30	0.64	0.64	0.64	0.30	0.30
Delay/Veh:	25.3	25.3	31.4	24.3	24.3	22.6	54.9	30.6	30.6	37.8	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	25.3	31.4	24.3	24.3	22.6	54.9	30.6	30.6	37.8	12.9	12.9
HCM2kAvg:	4	4	10	3	3	0	1	10	10	9	5	5

2010 PM No Project + Campus Growth

Level Of Service Computation Report

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

 Intersection #27 Delaware / Almar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.900
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.7
 Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	8	88	25	34	105	43	45	365	7	17	169	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	88	25	34	105	43	45	365	7	17	169	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	0	0	30	0	54	41	0	0	24	0
Initial Fut:	8	88	25	34	135	43	99	406	7	17	193	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	9	98	28	38	150	48	110	452	8	19	215	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	98	28	38	150	48	110	452	8	19	215	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	98	28	38	150	48	110	452	8	19	215	66

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.73	0.21	0.16	0.64	0.20	0.19	0.80	0.01	0.06	0.72	0.22
Final Sat.:	32	355	101	84	333	106	122	502	9	36	412	126

Capacity Analysis Module:

Vol/Sat:	0.28	0.28	0.28	0.45	0.45	0.45	0.90	0.90	0.90	0.52	0.52	0.52
Crit Moves:	****			****			****			****		
Delay/Veh:	11.9	11.9	11.9	14.0	14.0	14.0	37.5	37.5	37.5	14.5	14.5	14.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	11.9	14.0	14.0	14.0	37.5	37.5	37.5	14.5	14.5	14.5
LOS by Move:	B	B	B	B	B	B	E	E	E	B	B	B
ApproachDel:	11.9			14.0			37.5			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.9			14.0			37.5			14.5		
LOS by Appr:	B			B			E			B		

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

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

 Intersection #28 Delaware / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 0.983
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 37.1
 Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	7	130	30	80	196	59	97	196	29	28	80	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	130	30	80	196	59	97	196	29	28	80	47
Added Vol:	0	0	0	0	0	3	2	0	0	0	0	0
Marine Labs:	0	0	0	0	0	29	53	97	0	0	53	0
Initial Fut:	7	130	30	80	196	91	152	293	29	28	133	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	8	148	34	91	223	104	173	334	33	32	151	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	148	34	91	223	104	173	334	33	32	151	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	148	34	91	223	104	173	334	33	32	151	54

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:	0.04	0.78	0.18	0.22	0.53	0.25	0.32	0.62	0.06	0.13	0.64	0.23
Final Sat.:	19	352	81	114	278	129	176	339	34	64	303	107

Capacity Analysis Module:

Vol/Sat:	0.42	0.42	0.42	0.80	0.80	0.80	0.98	0.98	0.98	0.50	0.50	0.50
Crit Moves:	****			****			****			****		
Delay/Veh:	15.1	15.1	15.1	30.3	30.3	30.3	59.1	59.1	59.1	16.3	16.3	16.3
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:	15.1	15.1	15.1	30.3	30.3	30.3	59.1	59.1	59.1	16.3	16.3	16.3
LOS by Move:	C	C	C	D	D	D	F	F	F	C	C	C
ApproachDel:	15.1			30.3			59.1			16.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.1			30.3			59.1			16.3		
LOS by Appr:	C			D			F			C		

2010 PM No Project + Campus Growth

Level Of Service Computation Report

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

 Intersection #29 Lincoln St. / Chestnut St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
 Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	191	48	56	243	0	10	107	40	17	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	191	48	56	243	0	10	107	40	17	0	84
Added Vol:	0	0	0	1	0	0	0	0	0	0	0	1
Marine Labs:	0	0	0	0	0	0	0	4	0	0	2	0
Initial Fut:	0	191	48	57	243	0	10	111	40	17	2	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	221	55	66	281	0	12	128	46	20	2	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	221	55	66	281	0	12	128	46	20	2	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.:	0	221	55	66	281	0	12	128	46	20	2	98

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.80	0.20	0.19	0.81	0.00	0.12	1.38	0.50	0.16	0.02	0.82
Final Sat.:	0	539	135	128	546	0	66	752	282	97	11	487

Capacity Analysis Module:

Vol/Sat:	xxxx	0.41	0.41	0.51	0.51	xxxx	0.17	0.17	0.16	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	11.3	11.3	13.1	13.1	0.0	10.1	9.9	9.6	9.6	9.6	9.6
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:	0.0	11.3	11.3	13.1	13.1	0.0	10.1	9.9	9.6	9.6	9.6	9.6
LOS by Move:	*	B	B	B	B	*	B	A	A	A	A	A
ApproachDel:	11.3			13.1			9.9			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			13.1			9.9			9.6		
LOS by Appr:	B			B			A			A		

2010 PM No Project + Campus Growth

Level Of Service Computation Report

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

 Intersection #30 Highland Ave. / High St.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.313
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 152.4
 Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	0 1 0	0	0	0 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	653	78	11	0	55	3	0	0	0	4	3	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	653	78	11	0	55	3	0	0	0	4	3	1
Added Vol:	25	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	678	78	11	0	55	3	0	0	0	4	3	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.76	0.76	0.76	1.00	1.00	1.00	0.67	0.67	0.67
PHF Volume:	999	115	16	0	72	4	0	0	0	6	4	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	999	115	16	0	72	4	0	0	0	6	4	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.:	999	115	16	0	72	4	0	0	0	6	4	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:	0.89	0.10	0.01	0.00	0.95	0.05	0.00	0.00	0.00	0.50	0.37	0.13
Final Sat.:	761	88	12	0	725	40	0	0	0	306	230	77

Capacity Analysis Module:

Vol/Sat:	1.31	1.31	1.31	xxxx	0.10	0.10	xxxx	xxxx	xxxx	0.02	0.02	0.02
Crit Moves:	***			***						***		
Delay/Veh:	163.7	164	163.7	0.0	8.2	8.2	0.0	0.0	0.0	8.9	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	163.7	164	163.7	0.0	8.2	8.2	0.0	0.0	0.0	8.9	8.9	8.9
LOS by Move:	F	F	F	*	A	A	*	*	*	A	A	A
ApproachDel:	163.7			8.2			xxxxxx			8.9		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	163.7			8.2			xxxxxx			8.9		
LOS by Appr:	F			A			*			A		

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #31 Laurel St. / Chestnut St.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.674
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
 Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Permitted					Permitted					Permitted					Permitted							
Rights:	Include					Include					Include					Include							
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10					
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	32	21	57	160	38	57	60	635	21	37	575	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	21	57	160	38	57	60	635	21	37	575	96
Added Vol:	0	0	0	0	0	6	10	14	0	0	9	0
Marine Labs:	0	0	0	0	0	0	0	7	0	0	0	0
Initial Fut:	32	21	57	160	38	63	70	656	21	37	584	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	37	24	65	183	43	72	80	750	24	42	667	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	24	65	183	43	72	80	750	24	42	667	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	24	65	183	43	72	80	750	24	42	667	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.77	0.85	0.72	0.72	0.85	0.23	1.00	0.85	0.25	0.98	0.98
Lanes:	0.60	0.40	1.00	0.81	0.19	1.00	1.00	1.00	1.00	1.00	0.86	0.14
Final Sat.:	887	582	1615	1098	261	1615	445	1900	1615	475	1597	263

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.17	0.17	0.04	0.18	0.39	0.01	0.09	0.42	0.42
Crit Moves:						****						****
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.17	0.17	0.16	0.67	0.67	0.18	0.29	0.64	0.02	0.14	0.67	0.67
Delay/Veh:	18.0	18.0	17.9	25.8	25.8	18.0	5.9	8.3	4.4	5.0	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	18.0	17.9	25.8	25.8	18.0	5.9	8.3	4.4	5.0	9.1	9.1
HCM2kAvg:	1	1	1	7	7	1	3	10	0	1	10	10

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #32 Water St. / River St.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.895
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 41.3
 Optimal Cycle: 107 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	123	309	334	185	266	32	44	557	68	281	629	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	309	334	185	266	32	44	557	68	281	629	209
Added Vol:	0	0	0	0	0	0	0	13	0	0	8	0
Marine Labs:	0	0	0	0	0	0	0	11	0	0	5	0
Initial Fut:	123	309	334	185	266	32	44	581	68	281	642	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.77	0.77	0.77	0.93	0.93	0.93	0.84	0.84	0.84
PHF Volume:	144	363	392	240	345	42	47	625	73	337	769	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	363	392	240	345	42	47	625	73	337	769	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	144	363	392	240	345	42	47	625	73	337	769	250

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.98	0.98	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	0.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1669	201	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.08	0.10	0.24	0.13	0.21	0.21	0.03	0.17	0.05	0.19	0.21	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.27	0.27	0.15	0.30	0.30	0.11	0.19	0.19	0.21	0.29	0.29
Volume/Cap:	0.68	0.37	0.89	0.89	0.68	0.68	0.24	0.89	0.23	0.89	0.72	0.53
Delay/Veh:	47.0	26.8	51.8	66.9	31.0	31.0	37.5	49.4	31.0	57.5	30.9	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	26.8	51.8	66.9	31.0	31.0	37.5	49.4	31.0	57.5	30.9	27.6
HCM2kAvg:	5	4	14	10	10	10	1	12	2	13	11	6

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #33 Ocean St. / Water St.

Cycle (sec): 120 Critical Vol./Cap. (X): 0.772
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 42.2
 Optimal Cycle: 86 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Ovl					Include					Ovl				
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10		
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	148	537	102	330	770	269	353	667	75	104	522	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	537	102	330	770	269	353	667	75	104	522	171
Added Vol:	3	0	0	0	0	0	0	8	5	0	5	0
Marine Labs:	0	0	0	0	0	0	0	11	0	0	5	0
Initial Fut:	151	537	102	330	770	269	353	686	80	104	532	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	167	594	113	365	852	298	390	759	88	115	588	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	594	113	365	852	298	390	759	88	115	588	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	594	113	365	852	298	390	759	88	115	588	189

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	3181	371	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.16	0.07	0.20	0.24	0.18	0.11	0.24	0.24	0.06	0.16	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.21	0.21	0.26	0.34	0.50	0.16	0.31	0.31	0.08	0.23	0.49
Volume/Cap:	0.69	0.77	0.33	0.77	0.69	0.37	0.70	0.77	0.77	0.77	0.70	0.24
Delay/Veh:	57.9	49.3	40.5	48.7	35.8	18.7	51.7	41.1	41.1	75.6	44.9	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	49.3	40.5	48.7	35.8	18.7	51.7	41.1	41.1	75.6	44.9	17.5
HCM2kAvg:	7	12	4	15	14	7	8	16	16	6	11	4

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #34 Water St. / Branciforte Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 1.007
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 53.3
 Optimal Cycle: 165 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1

Volume Module:

Base Vol:	186	244	42	39	126	82	267	791	237	75	1129	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:	186	244	42	39	126	82	267	791	237	75	1129	63
Added Vol:	0	0	0	0	0	0	0	5	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	244	42	39	126	82	267	796	237	75	1132	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	220	288	50	46	149	97	315	940	280	89	1336	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	288	50	46	149	97	315	940	280	89	1336	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	220	288	50	46	149	97	315	940	280	89	1336	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.94	0.94
Lanes:	1.00	0.85	0.15	1.00	0.61	0.39	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1805	1585	273	1805	1083	705	1805	3610	1615	1805	3392	189

Capacity Analysis Module:

Vol/Sat:	0.12	0.18	0.18	0.03	0.14	0.14	0.17	0.26	0.17	0.05	0.39	0.39
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.18	0.18	0.08	0.14	0.14	0.17	0.43	0.56	0.13	0.39	0.39
Volume/Cap:	1.01	1.01	1.01	0.33	1.01	1.01	1.01	0.60	0.31	0.38	1.01	1.01
Delay/Veh:	102.2	89.3	89.3	40.6	98.2	98.2	89.7	20.1	10.9	36.8	53.0	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.2	89.3	89.3	40.6	98.2	98.2	89.7	20.1	10.9	36.8	53.0	53.0
HCM2kAvg:	11	15	15	2	12	12	15	10	4	3	27	27

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #35 Soquel Ave. / Morrissey Blvd./ Water

Cycle (sec): 85 Critical Vol./Cap. (X): 1.008
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 46.7
 Optimal Cycle: 170 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0	0	1 0 0	1	0	1 0 1	2	0	1 1 0	1	0	1 1 0

Volume Module:

Base Vol:	23	156	27	260	182	485	447	1317	32	54	975	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	156	27	260	182	485	447	1317	32	54	975	271
Added Vol:	0	0	0	0	0	1	2	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	156	27	260	182	486	449	1319	32	54	976	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	25	172	30	286	200	535	494	1453	35	59	1075	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	172	30	286	200	535	494	1453	35	59	1075	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	172	30	286	200	535	494	1453	35	59	1075	298

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.72	1.00	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.11	0.76	0.13	1.00	1.00	1.00	2.00	1.95	0.05	1.00	1.57	0.43
Final Sat.:	199	1352	234	1360	1900	1615	3502	3510	85	1805	2732	759

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.13	0.21	0.11	0.33	0.14	0.41	0.41	0.03	0.39	0.39
Crit Moves:						****					****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.14	0.44	0.44	0.09	0.39	0.39
Volume/Cap:	0.39	0.39	0.39	0.64	0.32	1.01	1.01	0.94	0.94	0.37	1.01	1.01
Delay/Veh:	22.4	22.4	22.4	27.4	21.7	69.7	79.3	33.4	33.4	38.0	52.4	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	22.4	27.4	21.7	69.7	79.3	33.4	33.4	38.0	52.4	52.4
HCM2kAvg:	5	5	5	10	4	21	12	24	24	2	26	26

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #36 Soquel Ave. / Capitola Rd.

Cycle (sec): 90 Critical Vol./Cap. (X): 1.017
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 57.9
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound					South Bound					East Bound					West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Split Phase					Split Phase					Protected					Protected						
Rights:	Include					Include					Include					Include						
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10	7	10	10	7	10	10				
Lanes:	1	1	0	0	1	0	0	1	0	0	1	1	0	2	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	598	14	35	44	35	25	27	1011	878	67	604	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	598	14	35	44	35	25	27	1011	878	67	604	26
Added Vol:	0	0	0	0	0	0	0	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	598	14	35	44	35	25	27	1013	878	67	605	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.77	0.77	0.77	0.94	0.94	0.94	0.95	0.95	0.95
PHF Volume:	666	16	39	57	46	33	29	1079	935	71	638	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	666	16	39	57	46	33	29	1079	935	71	638	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	666	16	39	57	46	33	29	1079	935	71	638	27

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.94	0.94
Lanes:	1.95	0.05	1.00	0.42	0.34	0.24	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	3539	83	1615	762	606	433	1805	3610	1615	1805	3440	148

Capacity Analysis Module:

Vol/Sat:	0.19	0.19	0.02	0.08	0.08	0.08	0.02	0.30	0.58	0.04	0.19	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.17	0.17	0.11	0.11	0.11	0.17	0.51	0.51	0.08	0.42	0.42
Volume/Cap:	1.13	1.13	0.15	0.68	0.68	0.68	0.09	0.58	1.13	0.50	0.45	0.45
Delay/Veh:	116.2	116	32.3	47.4	47.4	47.4	31.3	15.8	96.3	42.7	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.2	116	32.3	47.4	47.4	47.4	31.3	15.8	96.3	42.7	19.1	19.1
HCM2kAvg:	19	19	1	5	5	5	1	11	43	3	7	7

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ocean St. / Soquel Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.720
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 35.3
 Optimal Cycle: 72 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	56	432	112	312	731	144	138	545	154	88	343	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	432	112	312	731	144	138	545	154	88	343	138
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	432	112	312	731	144	138	546	154	88	343	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	63	482	125	348	816	161	154	609	172	98	383	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	482	125	348	816	161	154	609	172	98	383	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	482	125	348	816	161	154	609	172	98	383	154

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.56	0.44	1.00	1.43	0.57
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	2723	768	1805	2464	991

Capacity Analysis Module:

Vol/Sat:	0.03	0.13	0.08	0.19	0.23	0.10	0.09	0.22	0.22	0.05	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.19	0.19	0.27	0.35	0.35	0.14	0.31	0.31	0.08	0.25	0.25
Volume/Cap:	0.32	0.72	0.42	0.72	0.65	0.29	0.62	0.72	0.72	0.72	0.62	0.62
Delay/Veh:	42.3	42.1	36.9	38.4	28.9	24.0	45.6	33.0	33.0	62.2	34.8	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	42.1	36.9	38.4	28.9	24.0	45.6	33.0	33.0	62.2	34.8	34.8
HCM2kAvg:	2	8	4	12	11	4	6	12	12	5	8	8

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #38 Seabright Ave. / Soquel Ave.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.993
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 53.3
 Optimal Cycle: 104 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10	7	10	10	7	10	10		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	1	0	1	1	0	1		

Volume Module:

Base Vol:	194	40	252	49	107	77	57	778	108	201	491	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	40	252	49	107	77	57	778	108	201	491	15
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	40	252	49	107	77	57	779	108	201	491	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	218	45	283	55	120	87	64	876	121	226	552	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	45	283	55	120	87	64	876	121	226	552	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.:	218	45	283	55	120	87	64	876	121	226	552	17

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.95	0.95	0.95	0.95	0.93	0.93	0.95	0.95	0.95
Lanes:	0.83	0.17	1.00	0.21	0.46	0.33	1.00	1.76	0.24	1.00	1.94	0.06
Final Sat.:	1512	312	1615	378	825	594	1805	3113	432	1805	3489	107

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.18	0.15	0.15	0.15	0.04	0.28	0.28	0.13	0.16	0.16
Crit Moves:			****	****			****			****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.16	0.27	0.27	0.12	0.23	0.23
Volume/Cap:	0.84	0.84	1.03	0.88	0.88	0.88	0.22	1.03	1.03	1.03	0.68	0.68
Delay/Veh:	42.8	42.8	86.3	48.1	48.1	48.1	22.2	57.9	57.9	94.3	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	42.8	86.3	48.1	48.1	48.1	22.2	57.9	57.9	94.3	23.3	23.3
HCM2kAvg:	8	8	11	8	8	8	1	17	17	10	6	6

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #39 Broadway / San Lorenzo Blvd.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.604
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 9.1
 Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	0
Lanes:	1	0	0	0	0	0	0	0	1	0	0	2

Volume Module:

Base Vol:	364	0	48	0	0	0	0	553	507	0	476	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	0	48	0	0	0	0	553	507	0	476	0
Added Vol:	6	0	0	0	0	0	0	4	10	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	0	48	0	0	0	0	557	517	0	479	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	389	0	50	0	0	0	0	585	543	0	503	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	0	50	0	0	0	0	585	543	0	503	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.:	389	0	50	0	0	0	0	585	543	0	503	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1615	0	3610	0

Capacity Analysis Module:

Vol/Sat:	0.22	0.00	0.03	0.00	0.00	0.00	0.00	0.31	0.34	0.00	0.14	0.00
Crit Moves:	****			****								
Green/Cycle:	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.51	0.87	0.00	0.51	0.00
Volume/Cap:	0.60	0.00	0.09	0.00	0.00	0.00	0.00	0.60	0.39	0.00	0.27	0.00
Delay/Veh:	17.5	0.0	12.9	0.0	0.0	0.0	0.0	11.5	1.0	0.0	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	0.0	12.9	0.0	0.0	0.0	0.0	11.5	1.0	0.0	8.4	0.0
HCM2kAvg:	7	0	1	0	0	0	0	8	2	0	3	0

 2010 PM No Project + Campus Growth

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #40 Seabright Ave. / Murray St.

Cycle (sec): 80 Critical Vol./Cap. (X): 0.965
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 66.6
 Optimal Cycle: 125 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	49	89	106	307	105	42	55	717	3	43	441	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	89	106	307	105	42	55	717	3	43	441	198
Added Vol:	0	0	0	0	0	1	2	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	89	106	307	105	43	57	720	3	43	443	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	55	100	119	345	118	48	64	810	3	48	498	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	100	119	345	118	48	64	810	3	48	498	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	100	119	345	118	48	64	810	3	48	498	223

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.96	0.96	0.95	1.00	1.00	0.95	0.95	0.95
Lanes:	1.00	0.46	0.54	1.00	0.71	0.29	1.00	0.99	0.01	1.00	0.69	0.31
Final Sat.:	1805	796	948	1805	1289	528	1805	1890	8	1805	1253	560

Capacity Analysis Module:

Vol/Sat:	0.03	0.13	0.13	0.19	0.09	0.09	0.04	0.43	0.43	0.03	0.40	0.40
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.13	0.13	0.18	0.18	0.18	0.09	0.41	0.41	0.09	0.40	0.40
Volume/Cap:	0.24	1.01	1.01	1.05	0.51	0.51	0.40	1.05	1.05	0.31	0.98	0.98
Delay/Veh:	32.2	97.5	97.5	97.7	30.8	30.8	36.0	71.6	71.6	35.3	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	97.5	97.5	97.7	30.8	30.8	36.0	71.6	71.6	35.3	52.5	52.5
HCM2kAvg:	1	10	10	16	4	4	2	31	31	1	25	25

2010 PM No Project + Campus Growth

Level Of Service Computation Report

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

 Intersection #101 McLaughlin / Chinquapin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.008
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.9
 Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	0	1	0	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	0	0	7	0	0	0	5	0	0	4	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	0	0	5	0	0	4	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:	0	0	0	7	0	0	0	5	0	0	4	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	7	0	0	0	5	0	0	4	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	7	0	0	0	5	0	0	4	4

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.50	0.50
Final Sat.:	0	0	0	870	0	0	0	916	0	0	496	496

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.01
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	7.2	0.0	0.0	0.0	6.9	0.0	0.0	6.6	6.6
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:	0.0	0.0	0.0	7.2	0.0	0.0	0.0	6.9	0.0	0.0	6.6	6.6
LOS by Move:	*	*	*	A	*	*	*	A	*	*	A	A
ApproachDel:	xxxxxx			7.2			6.9			6.6		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.2			6.9			6.6		
LOS by Appr:	*			A			A			A		

UC Santa Cruz LRDP EIR

2010 Plus Project (Delaware)
AM & PM Level of Service Worksheets

2010 AM 2300 Delaware

Scenario Report

Scenario: 2010 AM 2300 Delaware
Command: 2010 AM Delaware
Volume: 2010 AM No Project
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: 2010 AM Delaware
Trip Distribution: 2010 Plus Delaware
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

2010 AM 2300 Delaware

Trip Generation Report

Forecast for 2010 Delaware Trips AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	South of Cam	1.00	Campus Trips	1.00	0.00	1	0	1	0.2
	Zone 1 Subtotal					1	0	1	0.2
3	West Remote	1.00	Campus Trips	28.00	7.00	28	7	35	7.8
	Zone 3 Subtotal					28	7	35	7.8
7	South of Hel	1.00	Campus Trips	5.00	1.00	5	1	6	1.3
	Zone 7 Subtotal					5	1	6	1.3
8	North of Hel	1.00	Campus Trips	23.00	6.00	23	6	29	6.4
	Zone 8 Subtotal					23	6	29	6.4
10	North Centra	1.00	Campus Trips	6.00	1.00	6	1	7	1.6
	Zone 10 Subtotal					6	1	7	1.6
11	Chinquapin	1.00	Campus Trips	6.00	1.00	6	1	7	1.6
	Zone 11 Subtotal					6	1	7	1.6
12	Northeast Ca	1.00	Campus Trips	12.00	3.00	12	3	15	3.3
	Zone 12 Subtotal					12	3	15	3.3
13	Union	1.00	Campus Trips	4.00	1.00	4	1	5	1.1
	Zone 13 Subtotal					4	1	5	1.1
14	East Remote	1.00	Campus Trips	29.00	7.00	29	7	36	8.0
	Zone 14 Subtotal					29	7	36	8.0
15	Campus Facil	1.00	Campus Trips	4.00	1.00	4	1	5	1.1
	Zone 15 Subtotal					4	1	5	1.1
16	2300 Delawar	1.00	Industrial	217.00	43.00	217	43	260	57.8
	Zone 16 Subtotal					217	43	260	57.8
17	Central Camp	1.00	Campus Trips	10.00	2.00	10	2	12	2.7
	Zone 17 Subtotal					10	2	12	2.7
19	Northeast Ca	1.00	Campus Trips	8.00	2.00	8	2	10	2.2
	Zone 19 Subtotal					8	2	10	2.2
21	South of Coo	1.00	Campus Trips	4.00	1.00	4	1	5	1.1
	Zone 21 Subtotal					4	1	5	1.1
22	Bay/High Ent	1.00	Campus Trips	4.00	1.00	4	1	5	1.1
	Zone 22 Subtotal					4	1	5	1.1

2010 AM 2300 Delaware

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
24		1.00	2300 Delaware	6.00	6.00	6	6	12	2.7
	Zone 24 Subtotal					6	6	12	2.7
TOTAL						367	83	450	100.0

2010 AM 2300 Delaware

Trip Distribution Report

Percent Of Trips 2010 Plus Project

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
3	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
7	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
8	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
10	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
11	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
12	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
13	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
14	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
15	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
16	1.0	2.0	4.0	14.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
17	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
19	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
21	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
22	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	21	23
1	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
3	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
7	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
8	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
10	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
11	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
12	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
13	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
14	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
15	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
16	1.0	4.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	2.0	5.0
17	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
19	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
21	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
22	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	27	28	29	30	31	32	33	34
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

 2010 AM 2300 Delaware

Zone	To Gates										
	24	25	26	27	28	29	30	31	32	33	34
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	1.0	1.0	1.0	3.0	1.0	2.0	6.0	2.0	0.0	6.0	1.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates				
	35	36	37	38	39
1	0.0	0.0	25.0	1.0	7.0
3	0.0	0.0	25.0	1.0	7.0
7	0.0	0.0	25.0	1.0	7.0
8	0.0	0.0	25.0	1.0	7.0
10	0.0	0.0	25.0	1.0	7.0
11	0.0	0.0	25.0	1.0	7.0
12	0.0	0.0	25.0	1.0	7.0
13	0.0	0.0	25.0	1.0	7.0
14	0.0	0.0	25.0	1.0	7.0
15	0.0	0.0	25.0	1.0	7.0
16	1.0	1.0	18.0	1.0	5.0
17	0.0	0.0	25.0	1.0	7.0
19	0.0	0.0	25.0	1.0	7.0
21	0.0	0.0	25.0	1.0	7.0
22	0.0	0.0	25.0	1.0	7.0
23	0.0	0.0	0.0	0.0	0.0
24	100.0	0.0	0.0	0.0	0.0

2010 AM 2300 Delaware
-----Turning Movement Report
2010 Delaware Trips AM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Campus Facilities / Coolidge													
Base	26	5	40	1	3	2	5	737	50	17	205	1	1092
Added	9	0	0	0	0	0	0	72	10	0	47	0	138
Total	35	5	40	1	3	2	5	809	60	17	252	1	1230
#2 Hagar / Coolidge													
Base	21	4	5	0	0	173	444	249	18	2	96	3	1015
Added	3	0	0	0	0	38	60	8	4	0	6	0	119
Total	24	4	5	0	0	211	504	257	22	2	102	3	1134
#3 Hagar / East Remote													
Base	0	194	352	23	91	0	0	0	0	31	0	26	717
Added	0	29	31	1	18	0	0	0	0	20	0	0	99
Total	0	223	383	24	109	0	0	0	0	51	0	26	816
#4 McLaughlin / Hagar													
Base	130	0	30	0	0	0	0	86	94	29	195	0	564
Added	10	0	13	0	0	0	0	1	6	10	0	0	40
Total	140	0	43	0	0	0	0	87	100	39	195	0	604
#5 Heller / McLaughlin													
Base	0	59	99	26	26	0	0	0	0	132	0	30	372
Added	0	0	2	2	0	0	0	0	0	1	0	0	5
Total	0	59	101	28	26	0	0	0	0	133	0	30	377
#6 Heller / Meyer													
Base	0	240	104	13	94	0	0	0	0	39	0	16	506
Added	0	8	11	0	4	0	0	0	0	6	0	0	29
Total	0	248	115	13	98	0	0	0	0	45	0	16	535
#7 Highway 1 / Western													
Base	8	48	24	109	87	19	29	224	14	109	317	122	1110
Added	0	11	22	0	58	0	1	1	1	100	0	1	195
Marine	0	12	17	0	0	0	1	0	0	31	0	0	61
Total	8	71	63	109	145	19	31	225	15	240	317	123	1366
#8 Empire Grade / Western													
Base	117	0	75	0	0	0	0	322	57	50	478	0	1099
Added	11	0	6	0	0	0	0	15	36	19	63	0	150
Marine	11	0	2	0	0	0	0	0	19	4	0	0	36
Total	139	0	83	0	0	0	0	337	112	73	541	0	1285
#9 Empire Grade/Heller													
Base	0	0	0	130	0	1	66	173	0	0	127	424	921
Added	0	0	0	30	0	0	1	21	0	0	25	48	125
Marine	0	0	0	0	0	0	0	19	0	0	11	0	30
Total	0	0	0	160	0	1	67	213	0	0	163	472	1076

2010 AM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 High / Bay													
Base	317	541	97	45	143	30	55	178	170	79	169	213	2037
Added	45	62	0	4	36	19	6	4	11	2	17	19	225
Marine	0	3	0	0	6	4	2	0	0	0	0	0	15
Total	362	606	97	49	185	53	63	182	181	81	186	232	2277
#11 Iowa / Bay													
Base	33	624	51	12	424	19	31	63	70	43	21	8	1399
Added	1	103	0	0	48	1	4	0	4	0	0	0	161
Marine	0	3	0	0	6	0	0	0	0	0	0	0	9
Total	34	730	51	12	478	20	35	63	74	43	21	8	1569
#12 Escalona / Bay													
Base	22	708	21	137	439	17	11	22	21	6	10	233	1647
Added	0	104	0	0	53	0	0	0	0	0	0	0	157
Marine	0	3	1	0	6	0	0	0	0	2	0	0	12
Total	22	815	22	137	498	17	11	22	21	8	10	233	1816
#13 King / Bay													
Base	6	474	34	116	381	7	21	108	24	42	118	103	1434
Added	0	84	0	5	48	0	0	0	0	2	0	20	159
Marine	0	4	1	0	8	0	0	0	0	2	0	0	15
Total	6	562	35	121	437	7	21	108	24	46	118	123	1608
#14 Mission / Bay													
Base	66	189	103	226	124	55	95	1139	59	173	866	199	3294
Added	1	12	0	13	3	34	18	21	0	0	105	55	262
Marine	0	0	8	0	0	10	5	64	0	14	114	0	215
Total	67	201	111	239	127	99	118	1224	59	187	1085	254	3771
#15 Bay / California													
Base	0	281	322	81	228	0	0	0	0	116	0	91	1119
Added	0	10	1	0	3	0	0	0	0	5	0	0	19
Marine	0	8	0	0	14	0	0	0	0	0	0	0	22
Total	0	299	323	81	245	0	0	0	0	121	0	91	1160
#16 Bay / West Clfif													
Base	0	0	0	334	0	61	39	284	0	0	386	324	1428
Added	0	0	0	5	0	0	0	0	0	0	0	21	26
Total	0	0	0	339	0	61	39	284	0	0	386	345	1454
#17 Mission / Laurel													
Base	226	158	55	71	151	7	13	1054	188	61	1011	10	3005
Added	36	0	0	0	0	0	0	26	8	0	124	0	194
Marine	6	0	0	0	0	0	0	68	3	0	123	0	200
Total	268	158	55	71	151	7	13	1148	199	61	1258	10	3399

2010 AM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Mission / Walnut													
Base	47	86	65	100	166	11	52	1085	73	112	1036	15	2848
Added	0	0	0	0	0	0	0	26	0	0	124	0	150
Marine	4	0	0	0	0	0	0	66	2	0	119	0	191
Total	51	86	65	100	166	11	52	1177	75	112	1279	15	3189
#19 Mission / King-Union													
Base	1	2	7	1029	0	18	3	1204	1	48	1596	229	4138
Added	0	0	0	12	0	0	0	26	0	0	124	17	179
Marine	0	0	0	0	0	0	0	34	0	0	119	0	153
Total	1	2	7	1041	0	18	3	1264	1	48	1839	246	4470
#20 Mission / Chestnut													
Base	95	432	25	93	308	1740	1575	411	46	8	381	90	5204
Added	1	0	0	0	0	150	32	5	0	0	23	0	211
Marine	0	6	1	0	12	111	62	0	0	1	8	0	201
Total	96	438	26	93	320	2001	1669	416	46	9	412	90	5616
#21 SR9 / SR1													
Base	58	154	265	445	177	170	194	1793	98	457	1881	874	6566
Added	0	0	0	0	0	16	3	29	0	0	134	0	182
Marine	0	0	0	0	0	0	3	65	0	0	116	0	184
Total	58	154	265	445	177	186	200	1887	98	457	2131	874	6932
#22 High / Storey													
Base	78	0	0	0	0	0	0	0	407	1	652	0	1138
Added	0	0	0	0	0	0	0	0	8	0	33	0	41
Total	78	0	0	0	0	0	0	0	415	1	685	0	1179
#23 King / Storey													
Base	0	0	0	439	0	11	8	355	0	0	169	40	1022
Added	0	0	0	8	0	0	0	4	0	0	17	0	29
Total	0	0	0	447	0	11	8	359	0	0	186	40	1051
#24 Mission / King (West)													
Base	0	0	0	18	0	80	31	663	0	23	837	11	1663
Added	0	0	0	0	0	0	0	35	0	0	142	0	177
Marine	0	0	0	0	0	0	0	42	0	0	77	0	119
Total	0	0	0	18	0	80	31	740	0	23	1056	11	1959
#25 Mission / Almar-Younglove													
Base	50	165	0	51	0	45	0	715	41	167	796	0	2030
Added	2	0	4	0	0	0	0	35	0	1	140	0	182
Marine	0	0	26	0	0	0	0	43	0	0	77	0	146
Total	52	165	30	51	0	45	0	793	41	168	1013	0	2358

2010 AM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#26 Highway 1 / Swift													
Base	86	31	214	65	26	8	2	392	37	415	478	33	1787
Added	1	0	13	0	0	0	0	23	0	41	101	0	179
Marine	0	0	25	0	0	0	0	17	0	46	31	0	119
Total	87	31	252	65	26	8	2	432	37	502	610	33	2085
#27 Delaware / Almar													
Base	17	84	7	13	60	11	26	204	11	9	322	35	799
Added	0	0	0	0	0	2	1	3	0	0	17	0	23
Marine	0	0	0	0	0	47	26	21	0	0	37	0	131
Total	17	84	7	13	60	60	53	228	11	9	376	35	953
#28 Delaware / Swift													
Base	16	196	58	30	225	127	127	59	38	96	158	75	1205
Added	0	0	0	4	0	1	5	0	0	0	0	20	30
Marine	0	0	0	0	0	46	25	47	0	0	84	0	202
Total	16	196	58	34	225	174	157	106	38	96	242	95	1437
#29 Lincoln St. / Chestnut St.													
Base	0	300	15	32	169	0	24	82	74	5	0	49	750
Added	0	0	0	0	0	0	0	1	0	0	3	1	5
Marine	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	300	15	32	169	0	24	85	74	5	3	50	757
#30 Highland Ave. / High St.													
Base	648	50	2	0	76	1	0	0	0	1	6	8	792
Added	33	0	0	0	0	0	0	0	0	0	0	0	33
Total	681	50	2	0	76	1	0	0	0	1	6	8	825
#31 Laurel St. / Chestnut St.													
Base	26	76	35	156	27	48	104	408	17	21	418	100	1436
Added	0	0	0	0	0	17	4	5	0	0	21	0	47
Marine	0	0	0	0	0	0	0	3	0	0	6	0	9
Total	26	76	35	156	27	65	108	416	17	21	445	100	1492
#32 Water St. / River St.													
Base	55	189	150	71	105	10	23	377	45	185	541	164	1915
Added	0	0	0	0	0	0	0	5	0	0	23	0	28
Marine	0	0	0	0	0	0	0	6	0	0	9	0	15
Total	55	189	150	71	105	10	23	388	45	185	573	164	1958
#33 Ocean St. / Water St.													
Base	113	525	34	212	616	315	242	273	34	148	553	108	3173
Added	9	0	0	0	0	0	0	3	2	0	15	0	29
Marine	0	0	0	0	0	0	0	6	0	0	9	0	15
Total	122	525	34	212	616	315	242	282	36	148	577	108	3217

2010 AM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#34 Water St. / Branciforte Ave.													
Base	162	103	71	37	112	129	63	299	151	52	984	26	2189
Added	0	0	0	0	0	0	0	2	0	1	10	0	13
Total	162	103	71	37	112	129	63	301	151	53	994	26	2202
#35 Soquel Ave. / Morrissey Blvd. / Water													
Base	10	122	14	253	137	523	408	458	16	8	894	206	3049
Added	0	0	0	0	0	4	1	1	0	0	4	0	10
Total	10	122	14	253	137	527	409	459	16	8	898	206	3059
#36 Soquel Ave. / Capitola Rd.													
Base	664	27	97	34	10	16	27	281	354	68	613	77	2268
Added	0	0	0	0	0	0	0	1	0	0	4	0	5
Total	664	27	97	34	10	16	27	282	354	68	617	77	2273
#37 Ocean St. / Soquel Ave.													
Base	43	525	100	110	321	88	88	136	36	82	269	129	1927
Added	0	0	0	0	0	0	0	1	0	0	4	0	5
Total	43	525	100	110	321	88	88	137	36	82	273	129	1932
#38 Seabright Ave. / Soquel Ave.													
Base	155	66	247	14	69	52	22	394	57	130	447	8	1661
Added	0	0	0	0	0	0	0	1	0	0	3	0	4
Total	155	66	247	14	69	52	22	395	57	130	450	8	1665
#39 Broadway / San Lorenzo Blvd.													
Base	397	0	20	0	0	0	0	445	193	0	432	0	1487
Added	14	0	0	0	0	0	0	2	3	0	7	0	26
Total	411	0	20	0	0	0	0	447	196	0	439	0	1513
#40 Seabright Ave. / Murray St.													
Base	39	99	38	127	68	36	49	286	2	30	542	239	1555
Added	0	0	0	0	0	2	1	1	0	0	5	0	9
Total	39	99	38	127	68	38	50	287	2	30	547	239	1564
#101 McLaughlin / Chinquapin													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	3	0	0	0	4	0	0	4	6	17
Total	0	0	0	3	0	0	0	4	0	0	4	6	17

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Campus Facilities / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.774
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns showing saturation flow rates and adjustment factors for each lane.

Capacity Analysis Module: Table with 13 columns showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hagar / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 52 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.) and 4 rows for North, South, East, and West bounds.

Saturation Flow Module: Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows for North, South, East, and West bounds.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg) and 4 rows for North, South, East, and West bounds.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Hagar / East Remote

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[11.6]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	194	352	23	91	0	0	0	0	0	31	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	194	352	23	91	0	0	0	0	0	31	0	26
Added Vol:	0	29	31	1	18	0	0	0	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	223	383	24	109	0	0	0	0	0	51	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	274	471	30	134	0	0	0	0	0	63	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	274	471	30	134	0	0	0	0	0	63	0	32

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	745	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	467	xxxx	274
Potent Cap.:	xxxx	xxxx	xxxxxx	872	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	558	xxxx	769
Move Cap.:	xxxx	xxxx	xxxxxx	872	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	543	xxxx	769
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.04

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.4	xxxx	0.1			
Stopped Del:	xxxxxx	xxxx	xxxxxx	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	12.5	xxxx	9.9			
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	A			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			11.6					
ApproachLOS:	*			*			*			B					

2010 AM 2300 Delaware

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

Intersection #4 McLaughlin / Hagar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 0 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 3 rows including Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows including Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #5 Heller / McLaughlin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.404
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 3 rows including Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows including Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #6 Heller / Meyer

Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 0 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns for different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns for different traffic movements. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for different traffic movements. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highway 1 / Western

Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 43 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Empire Grade / Western

Average Delay (sec/veh): 13.5 Worst Case Level Of Service: F[75.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 3 columns: Critical Gp, FollowUpTim, and other gap-related metrics.

Capacity Module:

Table with 3 columns: Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns representing various Level of Service metrics like Queue, Stopped Del, LOS by Move, etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Empire Grade/Heller

Cycle (sec): 60 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: 27 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Permitted), Rights (Include, Ovl), and Lanes.

Volume Module: Table with 12 columns representing different volume components and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 8 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 High / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.614
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.7
 Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	0	1	0

Volume Module:

Base Vol:	317	541	97	45	143	30	55	178	170	79	169	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:	317	541	97	45	143	30	55	178	170	79	169	213
Added Vol:	45	62	0	4	36	19	6	4	11	2	17	19
Marine Labs:	0	3	0	0	6	4	2	0	0	0	0	0
Initial Fut:	362	606	97	49	185	53	63	182	181	81	186	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	395	662	106	53	202	58	69	199	198	88	203	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	662	106	53	202	58	69	199	198	88	203	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	395	662	106	53	202	58	69	199	198	88	203	253

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.92	0.92	0.82	0.82	0.85	0.78	0.78	0.85
Lanes:	1.00	1.72	0.28	1.00	1.55	0.45	0.26	0.74	1.00	0.30	0.70	1.00
Final Sat.:	1805	3047	488	1805	2713	777	402	1160	1615	448	1028	1615

Capacity Analysis Module:

Vol/Sat:	0.22	0.22	0.22	0.03	0.07	0.07	0.17	0.17	0.12	0.20	0.20	0.16
Crit Moves:	****				****					****		
Green/Cycle:	0.36	0.42	0.42	0.06	0.12	0.12	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.61	0.52	0.52	0.52	0.61	0.61	0.53	0.53	0.38	0.61	0.61	0.49
Delay/Veh:	17.7	13.2	13.2	31.9	27.7	27.7	17.7	17.7	16.2	19.6	19.6	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	13.2	13.2	31.9	27.7	27.7	17.7	17.7	16.2	19.6	19.6	17.1
HCM2kAvg:	7	6	6	2	3	3	6	6	3	7	7	4

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Iowa / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.359

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 11.5

Optimal Cycle: 33 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 0 1 0 1 0 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 33 624 51 12 424 19 31 63 70 43 21 8

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 33 624 51 12 424 19 31 63 70 43 21 8

Added Vol: 1 103 0 0 48 1 4 0 4 0 0 0

Marine Labs: 0 3 0 0 6 0 0 0 0 0 0 0

Initial Fut: 34 730 51 12 478 20 35 63 74 43 21 8

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88

PHF Volume: 39 832 58 14 545 23 40 72 84 49 24 9

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 39 832 58 14 545 23 40 72 84 49 24 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.: 39 832 58 14 545 23 40 72 84 49 24 9

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.87 0.87 0.85 0.76 0.76 0.85

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.36 0.64 1.00 0.67 0.33 1.00

Final Sat.: 1805 3610 1615 1805 3610 1615 592 1066 1615 969 473 1615

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.02 0.23 0.04 0.01 0.15 0.01 0.07 0.07 0.05 0.05 0.05 0.01

Crit Moves: **** **** ****

Green/Cycle: 0.08 0.64 0.64 0.02 0.58 0.58 0.19 0.19 0.19 0.19 0.19 0.19

Volume/Cap: 0.26 0.36 0.06 0.36 0.26 0.02 0.36 0.36 0.28 0.27 0.27 0.03

Delay/Veh: 35.3 6.8 5.4 44.3 8.4 7.2 29.0 29.0 28.4 28.4 28.4 26.6

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 35.3 6.8 5.4 44.3 8.4 7.2 29.0 29.0 28.4 28.4 28.4 26.6

HCM2kAvg: 1 5 1 1 3 0 3 3 2 2 2 0

 2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Escalona / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.758
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 13.4
 Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	1	0	1 0 1	0	1	0 0 1	0	0	1! 0 0

Volume Module:

Base Vol:	22	708	21	137	439	17	11	22	21	6	10	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	708	21	137	439	17	11	22	21	6	10	233
Added Vol:	0	104	0	0	53	0	0	0	0	0	0	0
Marine Labs:	0	3	1	0	6	0	0	0	0	2	0	0
Initial Fut:	22	815	22	137	498	17	11	22	21	8	10	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	24	903	24	152	551	19	12	24	23	9	11	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	903	24	152	551	19	12	24	23	9	11	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	24	903	24	152	551	19	12	24	23	9	11	258

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.46	1.00	0.85	0.91	0.91	0.85	0.87	0.87	0.87
Lanes:	0.03	0.95	0.02	1.00	1.00	1.00	0.33	0.67	1.00	0.03	0.04	0.93
Final Sat.:	47	1758	47	866	1900	1615	574	1148	1615	53	66	1532

Capacity Analysis Module:

Vol/Sat:	0.51	0.51	0.51	0.18	0.29	0.01	0.02	0.02	0.01	0.17	0.17	0.17
Crit Moves:	****									****		
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.76	0.76	0.76	0.26	0.43	0.02	0.10	0.10	0.06	0.76	0.76	0.76
Delay/Veh:	11.3	11.3	11.3	5.3	6.1	4.2	24.8	24.8	24.6	37.9	37.9	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	11.3	5.3	6.1	4.2	24.8	24.8	24.6	37.9	37.9	37.9
HCM2kAvg:	17	17	17	3	6	0	1	1	0	8	8	8

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 King / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 38 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 8 rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 0.952
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 50.0
Optimal Cycle: 142 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Bay / California

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: D[26.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing traffic volumes and adjustment factors for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 12 columns showing critical gap and follow-up time values.

Capacity Module:

Table with 12 columns showing capacity-related metrics like Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module:

Table with 12 columns showing level of service metrics like Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #16 Bay / West Clif

Cycle (sec): 100 Critical Vol./Cap. (X): 0.767
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 0 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 15 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: 105 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns showing Sat/Lane, Adjustment, Lanes, and Final Sat values.

Capacity Analysis Module table with 12 columns showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Mission / Walnut

Cycle (sec): 100 Critical Vol./Cap. (X): 1.104
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.6
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Permitted), Rights (Include), Min. Green, and Lanes.



















Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

HCM Signalized Intersection Capacity Analysis
2010 AM Plus Project

3: Mission - SR 1 & King
Campus Growth + Delaware

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95		1.00	0.95			1.00		0.95	0.95	
Frt		1.00		1.00	0.98			0.91		1.00	0.99	
Flt Protected		1.00		0.95	1.00			1.00		0.95	0.95	
Satd. Flow (prot)		3538		1770	3477			1678		1681	1679	
Flt Permitted		0.84		0.95	1.00			1.00		0.95	0.95	
Satd. Flow (perm)		2957		1770	3477			1678		1681	1679	
Volume (vph)	3	1264	1	48	1839	246	1	2	7	1041	0	18
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	3	1290	1	49	1877	251	1	2	7	1062	0	18
Lane Group Flow (vph)	0	1294	0	49	2128	0	0	10	0	570	510	0
Turn Type	Perm			Prot			Split			Split		
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		68.0		5.0	77.0			18.0		43.0	43.0	
Effective Green, g (s)		68.0		5.0	77.0			18.0		43.0	43.0	
Actuated g/C Ratio		0.45		0.03	0.51			0.12		0.29	0.29	
Clearance Time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1341		59	1785			201		482	481	
v/s Ratio Prot				0.03	c0.61			c0.01		c0.34	0.30	
v/s Ratio Perm		0.44										
v/c Ratio		0.96		0.83	1.19			0.05		1.18	1.06	
Uniform Delay, d1		39.8		72.1	36.5			58.4		53.5	53.5	
Progression Factor		1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2		17.5		60.6	92.3			0.5		101.7	57.9	
Delay (s)		57.4		132.7	128.8			58.9		155.2	111.4	
Level of Service		E		F	F			E		F	F	
Approach Delay (s)		57.4			128.9			58.9			134.5	
Approach LOS		E			F			E			F	
Intersection Summary												
HCM Average Control Delay			109.8			HCM Level of Service				F		
HCM Volume to Capacity ratio			1.04									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			103.2%			ICU Level of Service				F		
c Critical Lane Group												

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 1.041
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 54.7
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected, Split Phase), Rights (Include, Ovl), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 1.063
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 55.5
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 8 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 High / Storey

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[16.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	78	0	0	0	0	0	0	0	407	1	652	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	0	0	0	0	0	0	0	407	1	652	0
Added Vol:	0	0	0	0	0	0	0	0	8	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	0	0	0	0	0	0	0	415	1	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	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	0	0	0	0	0	0	0	435	1	719	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	82	0	0	0	0	0	0	0	435	1	719	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	721	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	435	xxxx	xxxxx
Potent Cap.:	397	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1135	xxxx	xxxxx
Move Cap.:	397	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1135	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx			
Stopped Del:	16.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx			
LOS by Move:	C	*	*	*	*	*	*	*	*	A	*	*			
Movement:	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	0.0	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	16.4			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	C			*			*			*					

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 0.955
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: 0 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 12 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Mission / King (West)

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[23.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module: Critical Gp, FollowUpTim

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Mission / Almar-Younglove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 56 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume components and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Highway 1 / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 0.670
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 56 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns for different traffic volumes and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #27 Delaware / Almar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.679
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume categories and 13 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns and 3 rows showing adjustment factors, lane saturation, and final saturation values.

Capacity Analysis Module: Table with 13 columns and 12 rows showing delay, LOS, and approach delay for various movements.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #28 Delaware / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 1.105
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 73.7
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns showing adjustment factors, lane saturation, and final saturation values.

Capacity Analysis Module: Table with 12 columns showing volume/saturation, critical moves, delay/veh, and LOS by move/approach.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #29 Lincoln St. / Chestnut St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #30 Highland Ave. / High St.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.008
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 47.4
Optimal Cycle: 0 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for different traffic movements. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for different traffic movements. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Laurel St. / Chestnut St.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 39 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Water St. / River St.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: 50 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (7, 10, 10), and Lanes (1, 0, 2, 0, 1).

Volume Module table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns. Rows include Sat/Lane (1900), Adjustment (0.95), Lanes (1.00, 2.00), and Final Sat. (1805, 3610, 1615).

Capacity Analysis Module table with 12 columns. Rows include Vol/Sat (0.04), Crit Moves (****), Green/Cycle (0.14), Volume/Cap (0.26), Delay/Veh (35.0), User DelAdj (1.00), AdjDel/Veh (35.0), and HCM2kAvg (2, 3, 5).

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Ocean St. / Water St.

Cycle (sec): 120 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.2
Optimal Cycle: 60 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Water St. / Branciforte Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 76 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Soquel Ave. / Morrissey Blvd./ Water

Cycle (sec): 85 Critical Vol./Cap. (X): 1.083
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 64.7
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Soquel Ave. / Capitola Rd.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic scenarios. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ocean St. / Soquel Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Seabright Ave. / Soquel Ave.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 56 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Broadway / San Lorenzo Blvd.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 36 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Permitted), Rights (Include, Ovl), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Seabright Ave. / Murray St.

Cycle (sec): 80 Critical Vol./Cap. (X): 0.859
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 50.7
Optimal Cycle: 91 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #101 McLaughlin / Chinquapin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.010
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: 0 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 PM 2300 Delaware

Scenario Report

Scenario: 2010 PM 2300 Delaware

Command: 2010 PM Delaware
Volume: 2010 PM No Project
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: 2010 PM Delaware
Trip Distribution: 2010 Plus Delaware
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

2010 PM 2300 Delaware

Trip Generation Report

Forecast for 2010 Delaware Trips PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	South of Cam	1.00	Campus Trips	1.00	1.00	1	1	2	0.4
	Zone 1 Subtotal					1	1	2	0.4
3	West Remote	1.00	Campus Trips	14.00	30.00	14	30	44	8.2
	Zone 3 Subtotal					14	30	44	8.2
7	South of Hel	1.00	Campus Trips	2.00	5.00	2	5	7	1.3
	Zone 7 Subtotal					2	5	7	1.3
8	North of Hel	1.00	Campus Trips	12.00	24.00	12	24	36	6.7
	Zone 8 Subtotal					12	24	36	6.7
10	North Centra	1.00	Campus Trips	3.00	6.00	3	6	9	1.7
	Zone 10 Subtotal					3	6	9	1.7
11	Chinquapin	1.00	Campus Trips	3.00	6.00	3	6	9	1.7
	Zone 11 Subtotal					3	6	9	1.7
12	Northeast Ca	1.00	Campus Trips	6.00	13.00	6	13	19	3.6
	Zone 12 Subtotal					6	13	19	3.6
13	Union	1.00	Campus Trips	2.00	4.00	2	4	6	1.1
	Zone 13 Subtotal					2	4	6	1.1
14	East Remote	1.00	Campus Trips	15.00	31.00	15	31	46	8.6
	Zone 14 Subtotal					15	31	46	8.6
15	Campus Facil	1.00	Campus Trips	2.00	4.00	2	4	6	1.1
	Zone 15 Subtotal					2	4	6	1.1
16	2300 Delawar	1.00	Industrial	54.00	246.00	54	246	300	56.1
	Zone 16 Subtotal					54	246	300	56.1
17	Central Camp	1.00	Campus Trips	5.00	10.00	5	10	15	2.8
	Zone 17 Subtotal					5	10	15	2.8
19	Northeast Ca	1.00	Campus Trips	4.00	8.00	4	8	12	2.2
	Zone 19 Subtotal					4	8	12	2.2
21	South of Coo	1.00	Campus Trips	2.00	4.00	2	4	6	1.1
	Zone 21 Subtotal					2	4	6	1.1
22	Bay/High Ent	1.00	Campus Trips	2.00	4.00	2	4	6	1.1
	Zone 22 Subtotal					2	4	6	1.1

2010 PM 2300 Delaware

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
24		1.00	2300 Delaware	6.00	6.00	6	6	12	2.2
	Zone 24 Subtotal					6	6	12	2.2
TOTAL						133	402	535	100.0

2010 PM 2300 Delaware

Trip Distribution Report

Percent Of Trips 2010 Plus Project

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
3	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
7	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
8	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
10	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
11	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
12	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
13	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
14	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
15	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
16	1.0	2.0	4.0	14.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
17	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
19	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
21	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
22	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	21	23
1	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
3	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
7	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
8	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
10	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
11	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
12	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
13	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
14	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
15	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
16	1.0	4.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	2.0	5.0
17	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
19	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
21	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
22	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	27	28	29	30	31	32	33	34
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

 2010 PM 2300 Delaware

Zone	To Gates										
	24	25	26	27	28	29	30	31	32	33	34
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	1.0	1.0	1.0	3.0	1.0	2.0	6.0	2.0	0.0	6.0	1.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates				
	35	36	37	38	39
1	0.0	0.0	25.0	1.0	7.0
3	0.0	0.0	25.0	1.0	7.0
7	0.0	0.0	25.0	1.0	7.0
8	0.0	0.0	25.0	1.0	7.0
10	0.0	0.0	25.0	1.0	7.0
11	0.0	0.0	25.0	1.0	7.0
12	0.0	0.0	25.0	1.0	7.0
13	0.0	0.0	25.0	1.0	7.0
14	0.0	0.0	25.0	1.0	7.0
15	0.0	0.0	25.0	1.0	7.0
16	1.0	1.0	18.0	1.0	5.0
17	0.0	0.0	25.0	1.0	7.0
19	0.0	0.0	25.0	1.0	7.0
21	0.0	0.0	25.0	1.0	7.0
22	0.0	0.0	25.0	1.0	7.0
23	0.0	0.0	0.0	0.0	0.0
24	100.0	0.0	0.0	0.0	0.0

2010 PM 2300 Delaware
-----Turning Movement Report
2010 Delaware Trips PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Campus Facilities / Coolidge													
Base	76	0	31	0	0	9	4	486	35	12	688	1	1342
Added	11	0	0	0	0	0	0	70	10	0	77	0	168
Total	87	0	31	0	0	9	4	556	45	12	765	1	1510
#2 Hagar / Coolidge													
Base	27	2	4	0	2	396	266	264	23	9	296	2	1291
Added	5	0	0	0	0	63	57	9	4	0	9	0	147
Total	32	2	4	0	2	459	323	273	27	9	305	2	1438
#3 Hagar / East Remote													
Base	0	243	69	41	203	0	0	0	0	206	0	46	808
Added	0	28	29	0	30	0	0	0	0	33	0	1	121
Total	0	271	98	41	233	0	0	0	0	239	0	47	929
#4 McLaughlin / Hagar													
Base	169	0	47	0	0	0	0	207	96	29	172	0	720
Added	10	0	13	0	0	0	0	0	11	14	1	0	49
Total	179	0	60	0	0	0	0	207	107	43	173	0	769
#5 Heller / McLaughlin													
Base	0	59	186	21	80	0	0	0	0	197	0	29	572
Added	0	0	2	1	0	0	0	0	0	2	0	2	7
Total	0	59	188	22	80	0	0	0	0	199	0	31	579
#6 Heller / Meyer													
Base	0	195	50	19	293	0	0	0	0	117	0	26	700
Added	0	6	10	0	8	0	0	0	0	11	0	0	35
Total	0	201	60	19	301	0	0	0	0	128	0	26	735
#7 Highway 1 / Western													
Base	23	69	79	164	79	18	17	405	18	34	373	201	1480
Added	1	66	113	1	14	1	0	0	0	27	1	0	224
Marine	24	36	0	0	14	0	2	0	0	20	0	0	96
Total	48	171	192	165	107	19	19	405	18	81	374	201	1800
#8 Empire Grade / Western													
Base	139	0	55	0	0	0	0	455	137	73	409	0	1268
Added	42	0	22	0	0	0	0	65	13	7	32	0	181
Marine	22	0	4	0	0	0	0	0	12	2	0	0	40
Total	203	0	81	0	0	0	0	520	162	82	441	0	1489
#9 Empire Grade/Heller													
Base	0	0	0	470	0	24	13	65	0	0	136	383	1091
Added	0	0	0	51	0	1	0	27	0	0	29	45	153
Marine	0	0	0	0	0	0	0	12	0	0	32	0	44
Total	0	0	0	521	0	25	13	104	0	0	197	428	1288

2010 PM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 High / Bay													
Base	227	260	46	270	499	68	53	192	274	78	226	176	2369
Added	23	53	2	19	65	7	22	18	47	1	9	10	276
Marine	0	7	0	0	4	2	4	0	0	0	0	0	17
Total	250	320	48	289	568	77	79	210	321	79	235	186	2662
#11 Iowa / Bay													
Base	56	646	34	19	948	49	52	30	57	47	39	16	1993
Added	5	76	0	0	108	5	2	0	1	0	0	0	197
Marine	0	7	0	0	4	0	0	0	0	0	0	0	11
Total	61	729	34	19	1060	54	54	30	58	47	39	16	2201
#12 Escalona / Bay													
Base	53	637	10	137	689	29	16	17	44	7	16	79	1734
Added	0	81	0	0	109	0	0	0	0	0	0	0	190
Marine	0	17	2	0	4	0	0	0	0	1	0	0	24
Total	53	735	12	137	802	29	16	17	44	8	16	79	1948
#13 King / Bay													
Base	20	531	37	271	684	24	30	161	27	63	164	191	2203
Added	0	71	2	20	89	0	0	0	0	1	0	10	193
Marine	0	9	2	0	5	0	0	0	0	1	0	0	17
Total	20	611	41	291	778	24	30	161	27	65	164	201	2413
#14 Mission / Bay													
Base	84	175	47	312	199	144	184	1186	83	216	1217	186	4033
Added	0	6	0	58	12	20	40	119	1	0	26	28	310
Marine	0	0	16	0	0	6	11	131	0	9	42	0	215
Total	84	181	63	370	211	170	235	1436	84	225	1285	214	4558
#15 Bay / California													
Base	0	303	221	71	353	0	0	0	0	189	0	85	1222
Added	0	6	6	0	11	0	0	0	0	1	0	0	24
Marine	0	0	0	0	0	0	0	9	0	0	16	0	25
Total	0	309	227	71	364	0	0	9	0	190	16	85	1271
#16 Bay / West Clfif													
Base	0	0	0	342	0	75	55	392	0	0	435	395	1694
Added	0	0	0	23	0	0	0	0	0	0	0	8	31
Total	0	0	0	365	0	75	55	392	0	0	435	403	1725
#17 Mission / Laurel													
Base	298	190	37	35	216	13	15	1028	321	59	1121	45	3378
Added	14	0	0	0	0	0	0	138	39	0	40	0	231
Marine	0	0	0	0	0	0	0	141	7	0	78	0	226
Total	312	190	37	35	216	13	15	1307	367	59	1239	45	3835

2010 PM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Mission / Walnut													
Base	65	72	55	59	101	9	16	1026	57	46	1224	18	2748
Added	0	0	0	0	0	0	0	138	0	0	40	0	178
Marine	2	0	0	0	0	0	0	137	4	0	75	0	218
Total	67	72	55	59	101	9	16	1301	61	46	1339	18	3144
#19 Mission / King-Union													
Base	2	6	11	929	1	7	2	1330	2	30	1338	204	3862
Added	0	0	0	51	0	0	0	138	0	0	40	9	238
Marine	0	0	0	0	0	0	0	137	0	0	65	0	202
Total	2	6	11	980	1	7	2	1605	2	30	1443	213	4302
#20 Mission / Chestnut													
Base	125	325	37	51	399	1671	1412	533	105	12	467	56	5193
Added	0	0	0	0	0	56	164	26	1	0	9	0	256
Marine	0	13	2	0	7	70	127	9	0	0	5	0	233
Total	125	338	39	51	406	1797	1703	568	106	12	481	56	5682
#21 SR9 / SR1													
Base	125	257	407	715	257	143	223	1591	126	412	1607	497	6360
Added	0	0	0	0	0	6	17	146	0	0	50	0	219
Marine	0	0	0	0	0	4	7	134	0	0	74	0	219
Total	125	257	407	715	257	153	247	1871	126	412	1731	497	6798
#22 High / Storey													
Base	58	0	0	0	0	0	0	0	480	12	572	0	1122
Added	0	0	0	0	0	0	0	0	34	0	17	0	51
Total	58	0	0	0	0	0	0	0	514	12	589	0	1173
#23 King / Storey													
Base	0	0	0	515	0	14	13	247	0	0	217	26	1032
Added	0	0	0	34	0	0	0	17	0	0	9	0	60
Total	0	0	0	549	0	14	13	264	0	0	226	26	1092
#24 Mission / King (West)													
Base	0	0	0	19	0	61	65	933	0	41	674	24	1817
Added	0	0	0	0	0	0	0	161	0	0	42	0	203
Marine	0	0	0	0	0	0	0	89	0	0	49	0	138
Total	0	0	0	19	0	61	65	1183	0	41	765	24	2158
#25 Mission / Almar-Younglove													
Base	161	178	2	62	0	49	0	995	85	356	836	0	2724
Added	1	0	2	0	0	0	0	158	2	5	42	0	210
Marine	0	0	54	0	0	0	0	88	0	0	49	0	191
Total	162	178	58	62	0	49	0	1241	87	361	927	0	3125

2010 PM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#26 Highway 1 / Swift													
Base	87	43	273	65	15	2	8	582	75	232	465	69	1916
Added	0	0	47	0	0	0	0	114	1	15	28	0	205
Marine	0	0	53	0	0	0	0	36	0	29	20	0	138
Total	87	43	373	65	15	2	8	732	76	276	513	69	2259
#27 Delaware / Almar													
Base	8	88	25	34	105	43	45	365	7	17	169	59	965
Added	0	0	0	0	0	1	3	20	0	0	4	0	28
Marine	0	0	0	0	30	0	54	41	0	0	24	0	149
Total	8	88	25	34	135	44	102	426	7	17	197	59	1142
#28 Delaware / Swift													
Base	7	130	30	80	196	59	97	196	29	28	80	47	979
Added	0	0	0	22	0	5	2	0	0	0	0	5	34
Marine	0	0	0	0	0	29	53	97	0	0	53	0	232
Total	7	130	30	102	196	93	152	293	29	28	133	52	1245
#29 Lincoln St. / Chestnut St.													
Base	0	191	48	56	243	0	10	107	40	17	0	84	796
Added	0	0	0	1	0	0	0	4	0	0	1	0	6
Marine	0	0	0	0	0	0	0	4	0	0	2	0	6
Total	0	191	48	57	243	0	10	115	40	17	3	84	808
#30 Highland Ave. / High St.													
Base	653	78	11	0	55	3	0	0	0	4	3	1	808
Added	17	0	0	0	0	0	0	0	0	0	0	0	17
Total	670	78	11	0	55	3	0	0	0	4	3	1	825
#31 Laurel St. / Chestnut St.													
Base	32	21	57	160	38	57	60	635	21	37	575	96	1789
Added	0	0	0	0	0	7	19	22	0	0	8	0	56
Marine	0	0	0	0	0	0	0	7	0	0	0	0	7
Total	32	21	57	160	38	64	79	664	21	37	583	96	1852
#32 Water St. / River St.													
Base	123	309	334	185	266	32	44	557	68	281	629	209	3037
Added	0	0	0	0	0	0	0	26	0	0	9	0	35
Marine	0	0	0	0	0	0	0	11	0	0	5	0	16
Total	123	309	334	185	266	32	44	594	68	281	643	209	3088
#33 Ocean St. / Water St.													
Base	148	537	102	330	770	269	353	667	75	104	522	171	4048
Added	3	0	0	0	0	0	0	16	9	0	6	0	34
Marine	0	0	0	0	0	0	0	11	0	0	5	0	16
Total	151	537	102	330	770	269	353	694	84	104	533	171	4098

2010 PM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#34 Water St. / Branciforte Ave.													
Base	186	244	42	39	126	82	267	791	237	75	1129	63	3281
Added	0	0	1	0	0	0	0	11	0	0	4	0	16
Total	186	244	43	39	126	82	267	802	237	75	1133	63	3297
#35 Soquel Ave. / Morrissey Blvd./ Water													
Base	23	156	27	260	182	485	447	1317	32	54	975	271	4229
Added	0	0	0	0	0	1	4	4	0	0	1	0	10
Total	23	156	27	260	182	486	451	1321	32	54	976	271	4239
#36 Soquel Ave. / Capitola Rd.													
Base	598	14	35	44	35	25	27	1011	878	67	604	26	3364
Added	0	0	0	0	0	0	0	4	0	0	1	0	5
Total	598	14	35	44	35	25	27	1015	878	67	605	26	3369
#37 Ocean St. / Soquel Ave.													
Base	56	432	112	312	731	144	138	545	154	88	343	138	3193
Added	0	0	0	0	0	0	0	4	0	0	1	0	5
Total	56	432	112	312	731	144	138	549	154	88	344	138	3198
#38 Seabright Ave. / Soquel Ave.													
Base	194	40	252	49	107	77	57	778	108	201	491	15	2369
Added	0	0	0	0	0	0	0	3	0	0	1	0	4
Total	194	40	252	49	107	77	57	781	108	201	492	15	2373
#39 Broadway / San Lorenzo Blvd.													
Base	364	0	48	0	0	0	0	553	507	0	476	0	1948
Added	6	0	0	0	0	0	0	7	15	0	3	0	31
Total	370	0	48	0	0	0	0	560	522	0	479	0	1979
#40 Seabright Ave. / Murray St.													
Base	49	89	106	307	105	42	55	717	3	43	441	198	2155
Added	0	0	0	0	0	1	3	5	0	0	2	0	11
Total	49	89	106	307	105	43	58	722	3	43	443	198	2166
#101 McLaughlin / Chinquapin													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	6	0	0	0	5	0	0	5	5	21
Total	0	0	0	6	0	0	0	5	0	0	5	5	21

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Campus Facilities / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.722
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 54 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns showing saturation flow rates and adjustment factors for different lanes.

Capacity Analysis Module: Table with 13 columns showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hagar / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.937
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 39.3
Optimal Cycle: 91 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics and 8 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Hagar / East Remote

Average Delay (sec/veh): 11.0 Worst Case Level Of Service: D[34.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	243	69	41	203	0	0	0	0	206	0	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:	0	243	69	41	203	0	0	0	0	206	0	46
Added Vol:	0	28	29	0	30	0	0	0	0	33	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	271	98	41	233	0	0	0	0	239	0	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	333	121	50	287	0	0	0	0	294	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	333	121	50	287	0	0	0	0	294	0	58

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	454	xxxx	xxxxx	xxxx	xxxx	xxxxx	721	xxxx	333
Potent Cap.:	xxxx	xxxx	xxxxx	1117	xxxx	xxxxx	xxxx	xxxx	xxxxx	397	xxxx	713
Move Cap.:	xxxx	xxxx	xxxxx	1117	xxxx	xxxxx	xxxx	xxxx	xxxxx	383	xxxx	713
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.77	xxxx	0.08

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.3	xxxx	0.3
Stopped Del:	xxxxxx	xxxx	xxxxxx	8.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	39.4	xxxx	10.5
LOS by Move:	*	*	*	A	*	*	*	*	*	E	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	8.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	34.7		
ApproachLOS:	*	*	*	*	*	*	*	*	*	D		

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #4 McLaughlin / Hagar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.998
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 43.7
Optimal Cycle: 0 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #5 Heller / McLaughlin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 0 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 12 rows of volume-related metrics such as Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 3 rows showing adjustment factors, lane saturation, and final saturation values.

Capacity Analysis Module table with 12 columns and 10 rows showing volume per saturation, critical moves, delay per vehicle, and approach delay.

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #6 Heller / Meyer

Cycle (sec): 100 Critical Vol./Cap. (X): 0.879
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 0 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highway 1 / Western

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: 71 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume components and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns representing saturation flow values and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg, and other performance indicators.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Empire Grade / Western

Average Delay (sec/veh): 62.9 Worst Case Level Of Service: F[326.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 13 columns for critical gap and follow-up time values.

Capacity Module: Table with 13 columns for capacity-related metrics like Cnflct Vol, Potent Cap., Move Cap., etc.

Level Of Service Module: Table with 13 columns for queue lengths, stopped delays, LOS by move, and approach delays.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Empire Grade/Heller

Cycle (sec): 60 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 34 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Permitted), Rights (Include, Ovl), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume categories (Base Vol, Growth Adj, etc.) and 13 rows for various adjustment factors (User Adj, PHF Adj, etc.).

Saturation Flow Module: Table with 13 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics and 8 rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 High / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.742
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.1
 Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	227	260	46	270	499	68	53	192	274	78	226	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	260	46	270	499	68	53	192	274	78	226	176
Added Vol:	23	53	2	19	65	7	22	18	47	1	9	10
Marine Labs:	0	7	0	0	4	2	4	0	0	0	0	0
Initial Fut:	250	320	48	289	568	77	79	210	321	79	235	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	273	349	52	316	620	84	86	229	350	86	257	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	349	52	316	620	84	86	229	350	86	257	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	273	349	52	316	620	84	86	229	350	86	257	203

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.69	0.69	0.85	0.74	0.74	0.85
Lanes:	1.00	1.74	0.26	1.00	1.76	0.24	0.27	0.73	1.00	0.25	0.75	1.00
Final Sat.:	1805	3079	462	1805	3122	423	357	948	1615	353	1051	1615

Capacity Analysis Module:

Vol/Sat:	0.15	0.11	0.11	0.17	0.20	0.20	0.24	0.24	0.22	0.24	0.24	0.13
Crit Moves:	****				****						****	
Green/Cycle:	0.20	0.19	0.19	0.29	0.27	0.27	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.74	0.61	0.61	0.61	0.74	0.74	0.74	0.74	0.66	0.74	0.74	0.38
Delay/Veh:	30.3	24.2	24.2	20.7	23.3	23.3	24.3	24.3	20.3	24.3	24.3	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	24.2	24.2	20.7	23.3	23.3	24.3	24.3	20.3	24.3	24.3	15.9
HCM2kAvg:	7	5	5	6	8	8	9	9	7	9	9	3

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Iowa / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.519

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.9

Optimal Cycle: 41 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 0 1 0 1 0 0 1 0 1 0 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 56 646 34 19 948 49 52 30 57 47 39 16

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 56 646 34 19 948 49 52 30 57 47 39 16

Added Vol: 5 76 0 0 108 5 2 0 1 0 0 0

Marine Labs: 0 7 0 0 4 0 0 0 0 0 0 0

Initial Fut: 61 729 34 19 1060 54 54 30 58 47 39 16

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88

PHF Volume: 70 831 39 22 1209 62 62 34 66 54 44 18

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 70 831 39 22 1209 62 62 34 66 54 44 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.: 70 831 39 22 1209 62 62 34 66 54 44 18

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 0.74 0.74 0.85 0.77 0.77 0.85

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.64 0.36 1.00 0.55 0.45 1.00

Final Sat.: 1805 3610 1615 1805 3610 1615 905 503 1615 800 663 1615

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.04 0.23 0.02 0.01 0.33 0.04 0.07 0.07 0.04 0.07 0.07 0.01

Crit Moves: **** ****

Green/Cycle: 0.07 0.68 0.68 0.04 0.64 0.64 0.13 0.13 0.13 0.13 0.13 0.13

Volume/Cap: 0.52 0.34 0.04 0.34 0.52 0.06 0.52 0.52 0.31 0.51 0.51 0.09

Delay/Veh: 39.2 5.3 4.1 40.8 7.8 5.3 35.0 35.0 32.3 34.7 34.7 30.7

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 39.2 5.3 4.1 40.8 7.8 5.3 35.0 35.0 32.3 34.7 34.7 30.7

HCM2kAvg: 3 4 0 1 8 1 4 4 2 4 4 0

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Escalona / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 42 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 13 rows of adjustment factors.

Saturation Flow Module: Table with 12 columns and 4 rows showing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 12 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 King / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 1.295
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 61.9
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 1.097
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 90.3
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Bay / California

Average Delay (sec/veh): 28.1 Worst Case Level Of Service: F[119.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #16 Bay / West Clif

Cycle (sec): 100 Critical Vol./Cap. (X): 0.928
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: 0 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 16 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 11 rows. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 1.046
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 55.7
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Mission / Walnut

Cycle (sec): 100 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 77 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Permitted), Rights (Include), Min. Green, and Lanes.



















Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

HCM Signalized Intersection Capacity Analysis
2010 PM Plus Project

3: Mission - SR 1 & King
Campus Growth + Delaware

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95		1.00	0.95			1.00		0.95	0.95	
Frt		1.00		1.00	0.98			0.92		1.00	1.00	
Flt Protected		1.00		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (prot)		3538		1770	3471			1708		1681	1683	
Flt Permitted		0.91		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (perm)		3212		1770	3471			1708		1681	1683	
Volume (vph)	2	1605	2	30	1443	213	2	6	11	980	1	7
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	2	1638	2	31	1472	217	2	6	11	1000	1	7
Lane Group Flow (vph)	0	1642	0	31	1689	0	0	19	0	526	482	0
Turn Type	Perm		Prot		Split			Split				
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		72.6		3.2	79.8			16.0		43.0	43.0	
Effective Green, g (s)		72.6		3.2	79.8			16.0		43.0	43.0	
Actuated g/C Ratio		0.48		0.02	0.53			0.11		0.29	0.29	
Clearance Time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1546		38	1837			181		479	480	
v/s Ratio Prot				0.02	c0.49			c0.01		c0.31	0.29	
v/s Ratio Perm		c0.51										
v/c Ratio		1.06		0.82	0.92			0.10		1.10	1.00	
Uniform Delay, d1		39.1		73.5	32.6			60.9		53.9	53.9	
Progression Factor		1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2		41.4		76.1	9.0			1.2		70.5	42.1	
Delay (s)		80.5		149.6	41.5			62.1		124.4	96.0	
Level of Service		F		F	D			E		F	F	
Approach Delay (s)		80.5			43.5			62.1			110.8	
Approach LOS		F			D			E			F	
Intersection Summary												
HCM Average Control Delay			72.9			HCM Level of Service				E		
HCM Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			150.8			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			88.9%			ICU Level of Service				D		
c Critical Lane Group												

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 0.998
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 48.6
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected, Split Phase), Rights (Include, Ovl), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow values for different lanes and adjustments.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 1.006
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 71.0
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 High / Storey

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[14.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	58	0	0	0	0	0	0	0	480	12	572	0
Growth Adj:	1.00	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	0	0	0	0	0	0	480	12	572	0
Added Vol:	0	0	0	0	0	0	0	0	34	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	0	0	0	0	0	0	0	514	12	589	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	0	0	0	0	0	0	0	539	13	618	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	61	0	0	0	0	0	0	0	539	13	618	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	643	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	539	xxxx	xxxxx
Potent Cap.:	441	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1039	xxxx	xxxxx
Move Cap.:	437	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1039	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

Queue:	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx			
Stopped Del:	14.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx			
LOS by Move:	B	*	*	*	*	*	*	*	*	A	*	*			
Movement:	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	0.0	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	14.6			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	B			*			*			*					

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 1.092
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 53.2
Optimal Cycle: 0 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 0 1 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 515 0 14 13 247 0 0 217 26
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 515 0 14 13 247 0 0 217 26
Added Vol: 0 0 0 34 0 0 0 17 0 0 9 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 549 0 14 13 264 0 0 226 26
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0 595 0 15 14 286 0 0 245 28
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 595 0 15 14 286 0 0 245 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.: 0 0 0 595 0 15 14 286 0 0 245 28

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 0.05 0.95 0.00 0.00 0.90 0.10
Final Sat.: 0 0 0 545 0 665 27 542 0 0 511 59

Capacity Analysis Module:
Vol/Sat: xxxx xxxx xxxx 1.09 xxxx 0.02 0.53 0.53 xxxx xxxx 0.48 0.48
Crit Moves: ****
Delay/Veh: 0.0 0.0 0.0 90.8 0.0 8.2 16.0 16.0 0.0 0.0 14.8 14.8
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 90.8 0.0 8.2 16.0 16.0 0.0 0.0 14.8 14.8
LOS by Move: * * * F * A C C * * B B
ApproachDel: xxxxxx 88.7 16.0 14.8
Delay Adj: xxxxxx 1.00 1.00 1.00
ApprAdjDel: xxxxxx 88.7 16.0 14.8
LOS by Appr: * F C B

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Mission / King (West)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: D[31.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module: Critical Gp, FollowUpTim

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Mission / Almar-Younglove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: 132 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Highway 1 / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 63 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume categories and 13 rows of adjustment factors.

Saturation Flow Module: Table with 13 columns representing saturation flow values and 4 rows of adjustment factors.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 10 rows of adjustment factors.

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #27 Delaware / Almar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.943
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 0 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #28 Delaware / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 1.007
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 42.2
Optimal Cycle: 0 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 12 rows of volume-related metrics such as Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 3 rows showing adjustment factors, lane saturation, and final saturation values.

Capacity Analysis Module table with 12 columns and 12 rows showing delay, LOS, and approach delay for various movements.

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #29 Lincoln St. / Chestnut St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #30 Highland Ave. / High St.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.299
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 147.0
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for different traffic movements. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for different traffic movements. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Laurel St. / Chestnut St.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 41 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume categories (Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.) and 4 rows for North, South, East, and West bounds.

Saturation Flow Module: Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows for North, South, East, and West bounds.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg) and 4 rows for North, South, East, and West bounds.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Water St. / River St.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 41.6
Optimal Cycle: 109 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 13 rows of adjustment factors.

Saturation Flow Module: Table with 12 columns representing saturation flow values and 4 rows of adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics and 10 rows of adjustment factors.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Ocean St. / Water St.

Cycle (sec): 120 Critical Vol./Cap. (X): 0.776
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 42.3
Optimal Cycle: 87 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume categories and 13 rows of adjustment factors.

Saturation Flow Module: Table with 13 columns representing saturation flow values and 4 rows of adjustment factors.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics and 10 rows of adjustment factors.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Water St. / Branciforte Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 1.007
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 53.4
Optimal Cycle: 165 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Soquel Ave. / Morrissey Blvd./ Water

Cycle (sec): 85 Critical Vol./Cap. (X): 1.009
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 46.8
Optimal Cycle: 171 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic scenarios. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Soquel Ave. / Capitola Rd.

Cycle (sec): 90 Critical Vol./Cap. (X): 1.017
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 57.9
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 13 rows of volume and adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows showing saturation flow rates and adjustments.

Capacity Analysis Module table with 12 columns and 10 rows showing capacity, delay, and HCM2k average values.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ocean St. / Soquel Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.721
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: 72 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Seabright Ave. / Soquel Ave.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.994
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 53.5
Optimal Cycle: 105 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Broadway / San Lorenzo Blvd.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 36 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Permitted), Rights (Include, Ovl), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Seabright Ave. / Murray St.

Cycle (sec): 80 Critical Vol./Cap. (X): 0.967
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 66.9
Optimal Cycle: 125 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #101 McLaughlin / Chinquapin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.010
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 0 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

UC Santa Cruz LRDP EIR

2010 Plus Project (Delaware)
AM & PM Level of Service Worksheets

2010 AM 2300 Delaware

Scenario Report

Scenario: 2010 AM 2300 Delaware
Command: 2010 AM Delaware
Volume: 2010 AM No Project
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: 2010 AM Delaware
Trip Distribution: 2010 Plus Delaware
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

2010 AM 2300 Delaware

Trip Generation Report

Forecast for 2010 Delaware Trips AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	South of Cam	1.00	Campus Trips	1.00	0.00	1	0	1	0.2
	Zone 1 Subtotal					1	0	1	0.2
3	West Remote	1.00	Campus Trips	28.00	7.00	28	7	35	7.8
	Zone 3 Subtotal					28	7	35	7.8
7	South of Hel	1.00	Campus Trips	5.00	1.00	5	1	6	1.3
	Zone 7 Subtotal					5	1	6	1.3
8	North of Hel	1.00	Campus Trips	23.00	6.00	23	6	29	6.4
	Zone 8 Subtotal					23	6	29	6.4
10	North Centra	1.00	Campus Trips	6.00	1.00	6	1	7	1.6
	Zone 10 Subtotal					6	1	7	1.6
11	Chinquapin	1.00	Campus Trips	6.00	1.00	6	1	7	1.6
	Zone 11 Subtotal					6	1	7	1.6
12	Northeast Ca	1.00	Campus Trips	12.00	3.00	12	3	15	3.3
	Zone 12 Subtotal					12	3	15	3.3
13	Union	1.00	Campus Trips	4.00	1.00	4	1	5	1.1
	Zone 13 Subtotal					4	1	5	1.1
14	East Remote	1.00	Campus Trips	29.00	7.00	29	7	36	8.0
	Zone 14 Subtotal					29	7	36	8.0
15	Campus Facil	1.00	Campus Trips	4.00	1.00	4	1	5	1.1
	Zone 15 Subtotal					4	1	5	1.1
16	2300 Delawar	1.00	Industrial	217.00	43.00	217	43	260	57.8
	Zone 16 Subtotal					217	43	260	57.8
17	Central Camp	1.00	Campus Trips	10.00	2.00	10	2	12	2.7
	Zone 17 Subtotal					10	2	12	2.7
19	Northeast Ca	1.00	Campus Trips	8.00	2.00	8	2	10	2.2
	Zone 19 Subtotal					8	2	10	2.2
21	South of Coo	1.00	Campus Trips	4.00	1.00	4	1	5	1.1
	Zone 21 Subtotal					4	1	5	1.1
22	Bay/High Ent	1.00	Campus Trips	4.00	1.00	4	1	5	1.1
	Zone 22 Subtotal					4	1	5	1.1

2010 AM 2300 Delaware

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
24		1.00	2300 Delaware	6.00	6.00	6	6	12	2.7
	Zone 24 Subtotal					6	6	12	2.7
TOTAL						367	83	450	100.0

2010 AM 2300 Delaware

Trip Distribution Report

Percent Of Trips 2010 Plus Project

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
3	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
7	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
8	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
10	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
11	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
12	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
13	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
14	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
15	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
16	1.0	2.0	4.0	14.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
17	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
19	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
21	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
22	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	21	23
1	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
3	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
7	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
8	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
10	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
11	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
12	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
13	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
14	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
15	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
16	1.0	4.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	2.0	5.0
17	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
19	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
21	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
22	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	27	28	29	30	31	32	33	34
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

 2010 AM 2300 Delaware

Zone	To Gates										
	24	25	26	27	28	29	30	31	32	33	34
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	1.0	1.0	1.0	3.0	1.0	2.0	6.0	2.0	0.0	6.0	1.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates				
	35	36	37	38	39
1	0.0	0.0	25.0	1.0	7.0
3	0.0	0.0	25.0	1.0	7.0
7	0.0	0.0	25.0	1.0	7.0
8	0.0	0.0	25.0	1.0	7.0
10	0.0	0.0	25.0	1.0	7.0
11	0.0	0.0	25.0	1.0	7.0
12	0.0	0.0	25.0	1.0	7.0
13	0.0	0.0	25.0	1.0	7.0
14	0.0	0.0	25.0	1.0	7.0
15	0.0	0.0	25.0	1.0	7.0
16	1.0	1.0	18.0	1.0	5.0
17	0.0	0.0	25.0	1.0	7.0
19	0.0	0.0	25.0	1.0	7.0
21	0.0	0.0	25.0	1.0	7.0
22	0.0	0.0	25.0	1.0	7.0
23	0.0	0.0	0.0	0.0	0.0
24	100.0	0.0	0.0	0.0	0.0

2010 AM 2300 Delaware
-----Turning Movement Report
2010 Delaware Trips AM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Campus Facilities / Coolidge													
Base	26	5	40	1	3	2	5	737	50	17	205	1	1092
Added	9	0	0	0	0	0	0	72	10	0	47	0	138
Total	35	5	40	1	3	2	5	809	60	17	252	1	1230
#2 Hagar / Coolidge													
Base	21	4	5	0	0	173	444	249	18	2	96	3	1015
Added	3	0	0	0	0	38	60	8	4	0	6	0	119
Total	24	4	5	0	0	211	504	257	22	2	102	3	1134
#3 Hagar / East Remote													
Base	0	194	352	23	91	0	0	0	0	31	0	26	717
Added	0	29	31	1	18	0	0	0	0	20	0	0	99
Total	0	223	383	24	109	0	0	0	0	51	0	26	816
#4 McLaughlin / Hagar													
Base	130	0	30	0	0	0	0	86	94	29	195	0	564
Added	10	0	13	0	0	0	0	1	6	10	0	0	40
Total	140	0	43	0	0	0	0	87	100	39	195	0	604
#5 Heller / McLaughlin													
Base	0	59	99	26	26	0	0	0	0	132	0	30	372
Added	0	0	2	2	0	0	0	0	0	1	0	0	5
Total	0	59	101	28	26	0	0	0	0	133	0	30	377
#6 Heller / Meyer													
Base	0	240	104	13	94	0	0	0	0	39	0	16	506
Added	0	8	11	0	4	0	0	0	0	6	0	0	29
Total	0	248	115	13	98	0	0	0	0	45	0	16	535
#7 Highway 1 / Western													
Base	8	48	24	109	87	19	29	224	14	109	317	122	1110
Added	0	11	22	0	58	0	1	1	1	100	0	1	195
Marine	0	12	17	0	0	0	1	0	0	31	0	0	61
Total	8	71	63	109	145	19	31	225	15	240	317	123	1366
#8 Empire Grade / Western													
Base	117	0	75	0	0	0	0	322	57	50	478	0	1099
Added	11	0	6	0	0	0	0	15	36	19	63	0	150
Marine	11	0	2	0	0	0	0	0	19	4	0	0	36
Total	139	0	83	0	0	0	0	337	112	73	541	0	1285
#9 Empire Grade/Heller													
Base	0	0	0	130	0	1	66	173	0	0	127	424	921
Added	0	0	0	30	0	0	1	21	0	0	25	48	125
Marine	0	0	0	0	0	0	0	19	0	0	11	0	30
Total	0	0	0	160	0	1	67	213	0	0	163	472	1076

2010 AM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 High / Bay													
Base	317	541	97	45	143	30	55	178	170	79	169	213	2037
Added	45	62	0	4	36	19	6	4	11	2	17	19	225
Marine	0	3	0	0	6	4	2	0	0	0	0	0	15
Total	362	606	97	49	185	53	63	182	181	81	186	232	2277
#11 Iowa / Bay													
Base	33	624	51	12	424	19	31	63	70	43	21	8	1399
Added	1	103	0	0	48	1	4	0	4	0	0	0	161
Marine	0	3	0	0	6	0	0	0	0	0	0	0	9
Total	34	730	51	12	478	20	35	63	74	43	21	8	1569
#12 Escalona / Bay													
Base	22	708	21	137	439	17	11	22	21	6	10	233	1647
Added	0	104	0	0	53	0	0	0	0	0	0	0	157
Marine	0	3	1	0	6	0	0	0	0	2	0	0	12
Total	22	815	22	137	498	17	11	22	21	8	10	233	1816
#13 King / Bay													
Base	6	474	34	116	381	7	21	108	24	42	118	103	1434
Added	0	84	0	5	48	0	0	0	0	2	0	20	159
Marine	0	4	1	0	8	0	0	0	0	2	0	0	15
Total	6	562	35	121	437	7	21	108	24	46	118	123	1608
#14 Mission / Bay													
Base	66	189	103	226	124	55	95	1139	59	173	866	199	3294
Added	1	12	0	13	3	34	18	21	0	0	105	55	262
Marine	0	0	8	0	0	10	5	64	0	14	114	0	215
Total	67	201	111	239	127	99	118	1224	59	187	1085	254	3771
#15 Bay / California													
Base	0	281	322	81	228	0	0	0	0	116	0	91	1119
Added	0	10	1	0	3	0	0	0	0	5	0	0	19
Marine	0	8	0	0	14	0	0	0	0	0	0	0	22
Total	0	299	323	81	245	0	0	0	0	121	0	91	1160
#16 Bay / West Clfif													
Base	0	0	0	334	0	61	39	284	0	0	386	324	1428
Added	0	0	0	5	0	0	0	0	0	0	0	21	26
Total	0	0	0	339	0	61	39	284	0	0	386	345	1454
#17 Mission / Laurel													
Base	226	158	55	71	151	7	13	1054	188	61	1011	10	3005
Added	36	0	0	0	0	0	0	26	8	0	124	0	194
Marine	6	0	0	0	0	0	0	68	3	0	123	0	200
Total	268	158	55	71	151	7	13	1148	199	61	1258	10	3399

2010 AM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Mission / Walnut													
Base	47	86	65	100	166	11	52	1085	73	112	1036	15	2848
Added	0	0	0	0	0	0	0	26	0	0	124	0	150
Marine	4	0	0	0	0	0	0	66	2	0	119	0	191
Total	51	86	65	100	166	11	52	1177	75	112	1279	15	3189
#19 Mission / King-Union													
Base	1	2	7	1029	0	18	3	1204	1	48	1596	229	4138
Added	0	0	0	12	0	0	0	26	0	0	124	17	179
Marine	0	0	0	0	0	0	0	34	0	0	119	0	153
Total	1	2	7	1041	0	18	3	1264	1	48	1839	246	4470
#20 Mission / Chestnut													
Base	95	432	25	93	308	1740	1575	411	46	8	381	90	5204
Added	1	0	0	0	0	150	32	5	0	0	23	0	211
Marine	0	6	1	0	12	111	62	0	0	1	8	0	201
Total	96	438	26	93	320	2001	1669	416	46	9	412	90	5616
#21 SR9 / SR1													
Base	58	154	265	445	177	170	194	1793	98	457	1881	874	6566
Added	0	0	0	0	0	16	3	29	0	0	134	0	182
Marine	0	0	0	0	0	0	3	65	0	0	116	0	184
Total	58	154	265	445	177	186	200	1887	98	457	2131	874	6932
#22 High / Storey													
Base	78	0	0	0	0	0	0	0	407	1	652	0	1138
Added	0	0	0	0	0	0	0	0	8	0	33	0	41
Total	78	0	0	0	0	0	0	0	415	1	685	0	1179
#23 King / Storey													
Base	0	0	0	439	0	11	8	355	0	0	169	40	1022
Added	0	0	0	8	0	0	0	4	0	0	17	0	29
Total	0	0	0	447	0	11	8	359	0	0	186	40	1051
#24 Mission / King (West)													
Base	0	0	0	18	0	80	31	663	0	23	837	11	1663
Added	0	0	0	0	0	0	0	35	0	0	142	0	177
Marine	0	0	0	0	0	0	0	42	0	0	77	0	119
Total	0	0	0	18	0	80	31	740	0	23	1056	11	1959
#25 Mission / Almar-Younglove													
Base	50	165	0	51	0	45	0	715	41	167	796	0	2030
Added	2	0	4	0	0	0	0	35	0	1	140	0	182
Marine	0	0	26	0	0	0	0	43	0	0	77	0	146
Total	52	165	30	51	0	45	0	793	41	168	1013	0	2358

2010 AM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#26 Highway 1 / Swift													
Base	86	31	214	65	26	8	2	392	37	415	478	33	1787
Added	1	0	13	0	0	0	0	23	0	41	101	0	179
Marine	0	0	25	0	0	0	0	17	0	46	31	0	119
Total	87	31	252	65	26	8	2	432	37	502	610	33	2085
#27 Delaware / Almar													
Base	17	84	7	13	60	11	26	204	11	9	322	35	799
Added	0	0	0	0	0	2	1	3	0	0	17	0	23
Marine	0	0	0	0	0	47	26	21	0	0	37	0	131
Total	17	84	7	13	60	60	53	228	11	9	376	35	953
#28 Delaware / Swift													
Base	16	196	58	30	225	127	127	59	38	96	158	75	1205
Added	0	0	0	4	0	1	5	0	0	0	0	20	30
Marine	0	0	0	0	0	46	25	47	0	0	84	0	202
Total	16	196	58	34	225	174	157	106	38	96	242	95	1437
#29 Lincoln St. / Chestnut St.													
Base	0	300	15	32	169	0	24	82	74	5	0	49	750
Added	0	0	0	0	0	0	0	1	0	0	3	1	5
Marine	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	300	15	32	169	0	24	85	74	5	3	50	757
#30 Highland Ave. / High St.													
Base	648	50	2	0	76	1	0	0	0	1	6	8	792
Added	33	0	0	0	0	0	0	0	0	0	0	0	33
Total	681	50	2	0	76	1	0	0	0	1	6	8	825
#31 Laurel St. / Chestnut St.													
Base	26	76	35	156	27	48	104	408	17	21	418	100	1436
Added	0	0	0	0	0	17	4	5	0	0	21	0	47
Marine	0	0	0	0	0	0	0	3	0	0	6	0	9
Total	26	76	35	156	27	65	108	416	17	21	445	100	1492
#32 Water St. / River St.													
Base	55	189	150	71	105	10	23	377	45	185	541	164	1915
Added	0	0	0	0	0	0	0	5	0	0	23	0	28
Marine	0	0	0	0	0	0	0	6	0	0	9	0	15
Total	55	189	150	71	105	10	23	388	45	185	573	164	1958
#33 Ocean St. / Water St.													
Base	113	525	34	212	616	315	242	273	34	148	553	108	3173
Added	9	0	0	0	0	0	0	3	2	0	15	0	29
Marine	0	0	0	0	0	0	0	6	0	0	9	0	15
Total	122	525	34	212	616	315	242	282	36	148	577	108	3217

2010 AM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#34 Water St. / Branciforte Ave.													
Base	162	103	71	37	112	129	63	299	151	52	984	26	2189
Added	0	0	0	0	0	0	0	2	0	1	10	0	13
Total	162	103	71	37	112	129	63	301	151	53	994	26	2202
#35 Soquel Ave. / Morrissey Blvd. / Water													
Base	10	122	14	253	137	523	408	458	16	8	894	206	3049
Added	0	0	0	0	0	4	1	1	0	0	4	0	10
Total	10	122	14	253	137	527	409	459	16	8	898	206	3059
#36 Soquel Ave. / Capitola Rd.													
Base	664	27	97	34	10	16	27	281	354	68	613	77	2268
Added	0	0	0	0	0	0	0	1	0	0	4	0	5
Total	664	27	97	34	10	16	27	282	354	68	617	77	2273
#37 Ocean St. / Soquel Ave.													
Base	43	525	100	110	321	88	88	136	36	82	269	129	1927
Added	0	0	0	0	0	0	0	1	0	0	4	0	5
Total	43	525	100	110	321	88	88	137	36	82	273	129	1932
#38 Seabright Ave. / Soquel Ave.													
Base	155	66	247	14	69	52	22	394	57	130	447	8	1661
Added	0	0	0	0	0	0	0	1	0	0	3	0	4
Total	155	66	247	14	69	52	22	395	57	130	450	8	1665
#39 Broadway / San Lorenzo Blvd.													
Base	397	0	20	0	0	0	0	445	193	0	432	0	1487
Added	14	0	0	0	0	0	0	2	3	0	7	0	26
Total	411	0	20	0	0	0	0	447	196	0	439	0	1513
#40 Seabright Ave. / Murray St.													
Base	39	99	38	127	68	36	49	286	2	30	542	239	1555
Added	0	0	0	0	0	2	1	1	0	0	5	0	9
Total	39	99	38	127	68	38	50	287	2	30	547	239	1564
#101 McLaughlin / Chinquapin													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	3	0	0	0	4	0	0	4	6	17
Total	0	0	0	3	0	0	0	4	0	0	4	6	17

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Campus Facilities / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.774
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 60 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns showing saturation flow rates and adjustment factors for different lanes.

Capacity Analysis Module: Table with 13 columns showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hagar / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 52 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.) and 4 rows for North, South, East, and West bounds.

Saturation Flow Module: Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows for North, South, East, and West bounds.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg) and 4 rows for North, South, East, and West bounds.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Hagar / East Remote

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[11.6]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	194	352	23	91	0	0	0	0	0	31	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	194	352	23	91	0	0	0	0	0	31	0	26
Added Vol:	0	29	31	1	18	0	0	0	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	223	383	24	109	0	0	0	0	0	51	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	274	471	30	134	0	0	0	0	0	63	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	274	471	30	134	0	0	0	0	0	63	0	32

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	745	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	467	xxxx	274
Potent Cap.:	xxxx	xxxx	xxxxxx	872	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	558	xxxx	769
Move Cap.:	xxxx	xxxx	xxxxxx	872	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	543	xxxx	769
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.04

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.4	xxxx	0.1			
Stopped Del:	xxxxxx	xxxx	xxxxxx	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	12.5	xxxx	9.9			
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	A			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			11.6					
ApproachLOS:	*			*			*			B					

2010 AM 2300 Delaware

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

Intersection #4 McLaughlin / Hagar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 0 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 16 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 3 rows including Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 11 rows including Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #5 Heller / McLaughlin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.404
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #6 Heller / Meyer

Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 0 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns for different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns for different traffic movements. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for different traffic movements. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highway 1 / Western

Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 43 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic volumes and 12 rows for various adjustment factors like Base Vol, Growth Adj, PHF Adj, etc.

Saturation Flow Module table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for capacity metrics and 8 rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Empire Grade / Western

Average Delay (sec/veh): 13.5 Worst Case Level Of Service: F[75.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing different traffic components and 13 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, etc.

Critical Gap Module:

Table with 3 columns and 3 rows showing Critical Gap, FollowUpTim, and other metrics.

Capacity Module:

Table with 3 columns and 5 rows showing Capacity-related metrics like Cnflct Vol, Potent Cap., Move Cap., etc.

Level of Service Module:

Table with 13 columns and 10 rows showing Level of Service metrics like Queue, Stopped Del, LOS by Move, etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Empire Grade/Heller

Cycle (sec): 60 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: 27 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Permitted), Rights (Include, Ovl), and Lanes.

Volume Module: Table with 13 columns for different volume categories (Base Vol, Growth Adj, etc.) and 13 rows for various adjustment factors (PHF, Reduct, etc.).

Saturation Flow Module: Table with 13 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics and 8 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 High / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.614
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 45 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 13 rows of adjustment factors.

Saturation Flow Module: Table with 12 columns representing saturation flow values and 4 rows of adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics and 10 rows of adjustment factors.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Iowa / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.359
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 33 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume categories and 13 rows of adjustment factors.

Saturation Flow Module: Table with 13 columns and 4 rows showing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 13 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

 2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #12 Escalona / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.758
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 13.4
 Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	1	0	1 0 1	0	1	0 0 1	0	0	1! 0 0

Volume Module:

Base Vol:	22	708	21	137	439	17	11	22	21	6	10	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	708	21	137	439	17	11	22	21	6	10	233
Added Vol:	0	104	0	0	53	0	0	0	0	0	0	0
Marine Labs:	0	3	1	0	6	0	0	0	0	2	0	0
Initial Fut:	22	815	22	137	498	17	11	22	21	8	10	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	24	903	24	152	551	19	12	24	23	9	11	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	903	24	152	551	19	12	24	23	9	11	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	24	903	24	152	551	19	12	24	23	9	11	258

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.46	1.00	0.85	0.91	0.91	0.85	0.87	0.87	0.87
Lanes:	0.03	0.95	0.02	1.00	1.00	1.00	0.33	0.67	1.00	0.03	0.04	0.93
Final Sat.:	47	1758	47	866	1900	1615	574	1148	1615	53	66	1532

Capacity Analysis Module:

Vol/Sat:	0.51	0.51	0.51	0.18	0.29	0.01	0.02	0.02	0.01	0.17	0.17	0.17
Crit Moves:	****			****								
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.76	0.76	0.76	0.26	0.43	0.02	0.10	0.10	0.06	0.76	0.76	0.76
Delay/Veh:	11.3	11.3	11.3	5.3	6.1	4.2	24.8	24.8	24.6	37.9	37.9	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	11.3	5.3	6.1	4.2	24.8	24.8	24.6	37.9	37.9	37.9
HCM2kAvg:	17	17	17	3	6	0	1	1	0	8	8	8

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 King / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.633
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.1
 Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	6	474	34	116	381	7	21	108	24	42	118	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	474	34	116	381	7	21	108	24	42	118	103
Added Vol:	0	84	0	5	48	0	0	0	0	2	0	20
Marine Labs:	0	4	1	0	8	0	0	0	0	2	0	0
Initial Fut:	6	562	35	121	437	7	21	108	24	46	118	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	8	734	46	158	570	9	27	141	31	60	154	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	734	46	158	570	9	27	141	31	60	154	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	734	46	158	570	9	27	141	31	60	154	161

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	0.99	0.99	0.25	1.00	1.00	0.91	0.91	0.91	0.84	0.84	0.85
Lanes:	1.00	0.94	0.06	1.00	0.98	0.02	0.14	0.70	0.16	0.28	0.72	1.00
Final Sat.:	714	1773	110	483	1866	30	238	1225	272	445	1142	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.41	0.41	0.33	0.31	0.31	0.12	0.12	0.12	0.13	0.13	0.10
Crit Moves:	****									****		
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.02	0.63	0.63	0.50	0.47	0.47	0.54	0.54	0.54	0.63	0.63	0.47
Delay/Veh:	3.7	7.2	7.2	6.6	5.5	5.5	22.6	22.6	22.6	25.4	25.4	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.7	7.2	7.2	6.6	5.5	5.5	22.6	22.6	22.6	25.4	25.4	21.6
HCM2kAvg:	0	9	9	6	6	6	4	4	4	5	5	3

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 0.952
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 50.0
 Optimal Cycle: 142 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	66	189	103	226	124	55	95	1139	59	173	866	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:	66	189	103	226	124	55	95	1139	59	173	866	199
Added Vol:	1	12	0	13	3	34	18	21	0	0	105	55
Marine Labs:	0	0	8	0	0	10	5	64	0	14	114	0
Initial Fut:	67	201	111	239	127	99	118	1224	59	187	1085	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	73	219	121	260	138	108	129	1333	64	204	1182	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	219	121	260	138	108	129	1333	64	204	1182	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	73	219	121	260	138	108	129	1333	64	204	1182	277

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.92	0.92
Lanes:	1.00	0.64	0.36	1.31	0.69	1.00	1.00	1.91	0.09	1.00	1.62	0.38
Final Sat.:	1805	1159	640	2402	1276	1615	1805	3420	165	1805	2843	666

Capacity Analysis Module:

Vol/Sat:	0.04	0.19	0.19	0.11	0.11	0.07	0.07	0.39	0.39	0.11	0.42	0.42
Crit Moves:			****		****			****		****		
Green/Cycle:	0.20	0.20	0.20	0.11	0.11	0.11	0.08	0.41	0.41	0.12	0.45	0.45
Volume/Cap:	0.20	0.95	0.95	0.95	0.95	0.59	0.92	0.95	0.95	0.95	0.92	0.92
Delay/Veh:	33.8	74.9	74.9	76.0	76.0	46.9	99.1	42.4	42.4	91.8	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	74.9	74.9	76.0	76.0	46.9	99.1	42.4	42.4	91.8	35.2	35.2
HCM2kAvg:	2	15	15	10	10	4	7	26	26	10	26	26

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Bay / California

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: D[26.5]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing different volume categories and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 12 columns and 2 rows of data for Critical Gap and FollowUpTim.

Capacity Module:

Table with 12 columns and 4 rows of data for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 12 columns and 10 rows of data for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #16 Bay / West Clif

Cycle (sec): 100 Critical Vol./Cap. (X): 0.767
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 0 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 16 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 11 rows. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: 105 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 1 0 1 0

Volume Module:
Base Vol: 226 158 55 71 151 7 13 1054 188 61 1011 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 226 158 55 71 151 7 13 1054 188 61 1011 10
Added Vol: 36 0 0 0 0 0 0 0 26 8 0 124 0
Marine Labs: 6 0 0 0 0 0 0 0 68 3 0 123 0
Initial Fut: 268 158 55 71 151 7 13 1148 199 61 1258 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 285 168 59 76 161 7 14 1221 212 65 1338 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 285 168 59 76 161 7 14 1221 212 65 1338 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.: 285 168 59 76 161 7 14 1221 212 65 1338 11

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.96 0.96 0.98 0.98 0.98 0.95 0.93 0.93 0.95 0.95 0.95
Lanes: 1.00 0.74 0.26 0.31 0.66 0.03 1.00 1.70 0.30 1.00 1.98 0.02
Final Sat.: 1805 1354 471 578 1229 57 1805 3009 522 1805 3578 28

Capacity Analysis Module:
Vol/Sat: 0.16 0.12 0.12 0.13 0.13 0.13 0.01 0.41 0.41 0.04 0.37 0.37
Crit Moves: **** **** ****
Green/Cycle: 0.18 0.18 0.18 0.15 0.15 0.15 0.01 0.47 0.47 0.04 0.50 0.50
Volume/Cap: 0.87 0.68 0.68 0.87 0.87 0.87 0.75 0.87 0.87 0.87 0.75 0.75
Delay/Veh: 61.0 44.0 44.0 65.6 65.6 65.6 146.2 29.2 29.2 109.6 22.0 22.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 61.0 44.0 44.0 65.6 65.6 65.6 146.2 29.2 29.2 109.6 22.0 22.0
HCM2kAvg: 12 8 8 10 10 10 1 23 23 4 18 18

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Mission / Walnut

Cycle (sec): 100 Critical Vol./Cap. (X): 1.104
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.6
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Permitted), Rights (Include), Min. Green, and Lanes.



















Volume Module table with 12 columns representing different traffic movements and 14 rows of volume-related metrics such as Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

HCM Signalized Intersection Capacity Analysis
2010 AM Plus Project

3: Mission - SR 1 & King
Campus Growth + Delaware

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95		1.00	0.95			1.00		0.95	0.95	
Frt		1.00		1.00	0.98			0.91		1.00	0.99	
Flt Protected		1.00		0.95	1.00			1.00		0.95	0.95	
Satd. Flow (prot)		3538		1770	3477			1678		1681	1679	
Flt Permitted		0.84		0.95	1.00			1.00		0.95	0.95	
Satd. Flow (perm)		2957		1770	3477			1678		1681	1679	
Volume (vph)	3	1264	1	48	1839	246	1	2	7	1041	0	18
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	3	1290	1	49	1877	251	1	2	7	1062	0	18
Lane Group Flow (vph)	0	1294	0	49	2128	0	0	10	0	570	510	0
Turn Type	Perm			Prot			Split			Split		
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		68.0		5.0	77.0			18.0		43.0	43.0	
Effective Green, g (s)		68.0		5.0	77.0			18.0		43.0	43.0	
Actuated g/C Ratio		0.45		0.03	0.51			0.12		0.29	0.29	
Clearance Time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1341		59	1785			201		482	481	
v/s Ratio Prot				0.03	c0.61			c0.01		c0.34	0.30	
v/s Ratio Perm		0.44										
v/c Ratio		0.96		0.83	1.19			0.05		1.18	1.06	
Uniform Delay, d1		39.8		72.1	36.5			58.4		53.5	53.5	
Progression Factor		1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2		17.5		60.6	92.3			0.5		101.7	57.9	
Delay (s)		57.4		132.7	128.8			58.9		155.2	111.4	
Level of Service		E		F	F			E		F	F	
Approach Delay (s)		57.4			128.9			58.9			134.5	
Approach LOS		E			F			E			F	
Intersection Summary												
HCM Average Control Delay			109.8			HCM Level of Service				F		
HCM Volume to Capacity ratio			1.04									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)		12.0				
Intersection Capacity Utilization			103.2%			ICU Level of Service				F		
c Critical Lane Group												

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 1.041
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 54.7
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Protected, Split Phase), Rights (Include, Ovl), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 1.063
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 55.5
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	3	0	1	2

Volume Module:

Base Vol:	58	154	265	445	177	170	194	1793	98	457	1881	874
Growth Adj:	1.00	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	154	265	445	177	170	194	1793	98	457	1881	874
Added Vol:	0	0	0	0	0	16	3	29	0	0	134	0
Marine Labs:	0	0	0	0	0	0	3	65	0	0	116	0
Initial Fut:	58	154	265	445	177	186	200	1887	98	457	2131	874
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	62	165	285	478	190	200	215	2027	105	491	2289	939
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	165	285	478	190	200	215	2027	105	491	2289	939
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	165	285	478	190	200	215	2027	105	491	2289	939

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.92	1.00	0.85	0.95	0.91	0.85	0.92	0.91	0.85
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1805	1900	2842	3502	1900	1615	1805	5187	1615	3502	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.09	0.10	0.14	0.10	0.12	0.12	0.39	0.07	0.14	0.44	0.58
Crit Moves:			****	****			****					****
Green/Cycle:	0.09	0.09	0.09	0.13	0.13	0.13	0.11	0.48	0.48	0.17	0.55	0.55
Volume/Cap:	0.37	0.92	1.06	1.06	0.78	0.96	1.06	0.81	0.13	0.81	0.81	1.06
Delay/Veh:	58.7	107	133.7	119.0	71.7	110.3	140.9	31.4	19.2	61.3	26.6	79.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	107	133.7	119.0	71.7	110.3	140.9	31.4	19.2	61.3	26.6	79.0
HCM2kAvg:	3	10	10	16	9	12	15	25	2	12	27	50

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 High / Storey

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[16.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	78	0	0	0	0	0	0	0	407	1	652	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	0	0	0	0	0	0	0	407	1	652	0
Added Vol:	0	0	0	0	0	0	0	0	8	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	0	0	0	0	0	0	0	415	1	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	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	0	0	0	0	0	0	0	435	1	719	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	82	0	0	0	0	0	0	0	435	1	719	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	721	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	435	xxxx	xxxxx
Potent Cap.:	397	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1135	xxxx	xxxxx
Move Cap.:	397	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1135	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	16.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	16.4			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	C			*			*			*		

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 0.955
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: 0 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 12 rows of volume-related metrics such as Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 3 rows showing adjustment factors, lane saturation, and final saturation values.

Capacity Analysis Module table with 12 columns and 10 rows showing volume per saturation, critical moves, delay per vehicle, and approach delay.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Mission / King (West)

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[23.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing different volume categories and their values.

Critical Gap Module:

Table with 12 columns showing critical gap and follow-up time values.

Capacity Module:

Table with 12 columns showing conflict volume, capacity, and volume/capacity ratios.

Level of Service Module:

Table with 12 columns showing queue, stopped delay, LOS, movement, shared capacity, and approach delay/LOS.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Mission / Almar-Younglove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 56 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Highway 1 / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 0.670
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 56 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #27 Delaware / Almar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.679
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume categories (Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.) and 4 rows for North, South, East, and West bounds.

Saturation Flow Module: Table with 13 columns for saturation flow factors and 4 rows for Adjustment, Lanes, and Final Sat. for North, South, East, and West bounds.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr) and 4 rows for North, South, East, and West bounds.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #28 Delaware / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 1.105
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 73.7
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 15 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 3 rows. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 12 rows. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #29 Lincoln St. / Chestnut St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #30 Highland Ave. / High St.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.008
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 47.4
Optimal Cycle: 0 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different traffic movements and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for movements and 3 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for movements and 13 rows for Vol/Sat, Crit Moves, Delay/Veh, etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Laurel St. / Chestnut St.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 39 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Water St. / River St.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: 50 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Ocean St. / Water St.

Cycle (sec): 120 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.2
Optimal Cycle: 60 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Water St. / Branciforte Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 76 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Soquel Ave. / Morrissey Blvd./ Water

Cycle (sec): 85 Critical Vol./Cap. (X): 1.083
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 64.7
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Soquel Ave. / Capitola Rd.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ocean St. / Soquel Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 13 rows of volume-related metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Seabright Ave. / Soquel Ave.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 56 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns showing saturation flow rates and adjustment factors for different lane configurations.

Capacity Analysis Module: Table with 13 columns showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Broadway / San Lorenzo Blvd.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 36 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Permitted), Rights (Include, Ovl, Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Seabright Ave. / Murray St.

Cycle (sec): 80 Critical Vol./Cap. (X): 0.859
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 50.7
Optimal Cycle: 91 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM 2300 Delaware

Level Of Service Computation Report

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

Intersection #101 McLaughlin / Chinquapin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.010
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: 0 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 PM 2300 Delaware

Scenario Report

Scenario: 2010 PM 2300 Delaware
Command: 2010 PM Delaware
Volume: 2010 PM No Project
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: 2010 PM Delaware
Trip Distribution: 2010 Plus Delaware
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

2010 PM 2300 Delaware

Trip Generation Report

Forecast for 2010 Delaware Trips PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	South of Cam	1.00	Campus Trips	1.00	1.00	1	1	2	0.4
	Zone 1 Subtotal					1	1	2	0.4
3	West Remote	1.00	Campus Trips	14.00	30.00	14	30	44	8.2
	Zone 3 Subtotal					14	30	44	8.2
7	South of Hel	1.00	Campus Trips	2.00	5.00	2	5	7	1.3
	Zone 7 Subtotal					2	5	7	1.3
8	North of Hel	1.00	Campus Trips	12.00	24.00	12	24	36	6.7
	Zone 8 Subtotal					12	24	36	6.7
10	North Centra	1.00	Campus Trips	3.00	6.00	3	6	9	1.7
	Zone 10 Subtotal					3	6	9	1.7
11	Chinquapin	1.00	Campus Trips	3.00	6.00	3	6	9	1.7
	Zone 11 Subtotal					3	6	9	1.7
12	Northeast Ca	1.00	Campus Trips	6.00	13.00	6	13	19	3.6
	Zone 12 Subtotal					6	13	19	3.6
13	Union	1.00	Campus Trips	2.00	4.00	2	4	6	1.1
	Zone 13 Subtotal					2	4	6	1.1
14	East Remote	1.00	Campus Trips	15.00	31.00	15	31	46	8.6
	Zone 14 Subtotal					15	31	46	8.6
15	Campus Facil	1.00	Campus Trips	2.00	4.00	2	4	6	1.1
	Zone 15 Subtotal					2	4	6	1.1
16	2300 Delawar	1.00	Industrial	54.00	246.00	54	246	300	56.1
	Zone 16 Subtotal					54	246	300	56.1
17	Central Camp	1.00	Campus Trips	5.00	10.00	5	10	15	2.8
	Zone 17 Subtotal					5	10	15	2.8
19	Northeast Ca	1.00	Campus Trips	4.00	8.00	4	8	12	2.2
	Zone 19 Subtotal					4	8	12	2.2
21	South of Coo	1.00	Campus Trips	2.00	4.00	2	4	6	1.1
	Zone 21 Subtotal					2	4	6	1.1
22	Bay/High Ent	1.00	Campus Trips	2.00	4.00	2	4	6	1.1
	Zone 22 Subtotal					2	4	6	1.1

2010 PM 2300 Delaware

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
24		1.00	2300 Delaware	6.00	6.00	6	6	12	2.2
	Zone 24 Subtotal					6	6	12	2.2
TOTAL						133	402	535	100.0

2010 PM 2300 Delaware

Trip Distribution Report

Percent Of Trips 2010 Plus Project

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
1	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
3	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
7	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
8	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
10	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
11	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
12	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
13	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
14	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
15	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
16	1.0	2.0	4.0	14.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
17	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
19	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
21	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
22	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	21	23
1	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
3	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
7	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
8	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
10	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
11	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
12	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
13	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
14	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
15	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
16	1.0	4.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	2.0	5.0
17	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
19	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
21	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
22	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	27	28	29	30	31	32	33	34
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

 2010 PM 2300 Delaware

Zone	To Gates										
	24	25	26	27	28	29	30	31	32	33	34
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	1.0	1.0	1.0	3.0	1.0	2.0	6.0	2.0	0.0	6.0	1.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates				
	35	36	37	38	39
1	0.0	0.0	25.0	1.0	7.0
3	0.0	0.0	25.0	1.0	7.0
7	0.0	0.0	25.0	1.0	7.0
8	0.0	0.0	25.0	1.0	7.0
10	0.0	0.0	25.0	1.0	7.0
11	0.0	0.0	25.0	1.0	7.0
12	0.0	0.0	25.0	1.0	7.0
13	0.0	0.0	25.0	1.0	7.0
14	0.0	0.0	25.0	1.0	7.0
15	0.0	0.0	25.0	1.0	7.0
16	1.0	1.0	18.0	1.0	5.0
17	0.0	0.0	25.0	1.0	7.0
19	0.0	0.0	25.0	1.0	7.0
21	0.0	0.0	25.0	1.0	7.0
22	0.0	0.0	25.0	1.0	7.0
23	0.0	0.0	0.0	0.0	0.0
24	100.0	0.0	0.0	0.0	0.0

2010 PM 2300 Delaware
-----Turning Movement Report
2010 Delaware Trips PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Campus Facilities / Coolidge													
Base	76	0	31	0	0	9	4	486	35	12	688	1	1342
Added	11	0	0	0	0	0	0	70	10	0	77	0	168
Total	87	0	31	0	0	9	4	556	45	12	765	1	1510
#2 Hagar / Coolidge													
Base	27	2	4	0	2	396	266	264	23	9	296	2	1291
Added	5	0	0	0	0	63	57	9	4	0	9	0	147
Total	32	2	4	0	2	459	323	273	27	9	305	2	1438
#3 Hagar / East Remote													
Base	0	243	69	41	203	0	0	0	0	206	0	46	808
Added	0	28	29	0	30	0	0	0	0	33	0	1	121
Total	0	271	98	41	233	0	0	0	0	239	0	47	929
#4 McLaughlin / Hagar													
Base	169	0	47	0	0	0	0	207	96	29	172	0	720
Added	10	0	13	0	0	0	0	0	11	14	1	0	49
Total	179	0	60	0	0	0	0	207	107	43	173	0	769
#5 Heller / McLaughlin													
Base	0	59	186	21	80	0	0	0	0	197	0	29	572
Added	0	0	2	1	0	0	0	0	0	2	0	2	7
Total	0	59	188	22	80	0	0	0	0	199	0	31	579
#6 Heller / Meyer													
Base	0	195	50	19	293	0	0	0	0	117	0	26	700
Added	0	6	10	0	8	0	0	0	0	11	0	0	35
Total	0	201	60	19	301	0	0	0	0	128	0	26	735
#7 Highway 1 / Western													
Base	23	69	79	164	79	18	17	405	18	34	373	201	1480
Added	1	66	113	1	14	1	0	0	0	27	1	0	224
Marine	24	36	0	0	14	0	2	0	0	20	0	0	96
Total	48	171	192	165	107	19	19	405	18	81	374	201	1800
#8 Empire Grade / Western													
Base	139	0	55	0	0	0	0	455	137	73	409	0	1268
Added	42	0	22	0	0	0	0	65	13	7	32	0	181
Marine	22	0	4	0	0	0	0	0	12	2	0	0	40
Total	203	0	81	0	0	0	0	520	162	82	441	0	1489
#9 Empire Grade/Heller													
Base	0	0	0	470	0	24	13	65	0	0	136	383	1091
Added	0	0	0	51	0	1	0	27	0	0	29	45	153
Marine	0	0	0	0	0	0	0	12	0	0	32	0	44
Total	0	0	0	521	0	25	13	104	0	0	197	428	1288

2010 PM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 High / Bay													
Base	227	260	46	270	499	68	53	192	274	78	226	176	2369
Added	23	53	2	19	65	7	22	18	47	1	9	10	276
Marine	0	7	0	0	4	2	4	0	0	0	0	0	17
Total	250	320	48	289	568	77	79	210	321	79	235	186	2662
#11 Iowa / Bay													
Base	56	646	34	19	948	49	52	30	57	47	39	16	1993
Added	5	76	0	0	108	5	2	0	1	0	0	0	197
Marine	0	7	0	0	4	0	0	0	0	0	0	0	11
Total	61	729	34	19	1060	54	54	30	58	47	39	16	2201
#12 Escalona / Bay													
Base	53	637	10	137	689	29	16	17	44	7	16	79	1734
Added	0	81	0	0	109	0	0	0	0	0	0	0	190
Marine	0	17	2	0	4	0	0	0	0	1	0	0	24
Total	53	735	12	137	802	29	16	17	44	8	16	79	1948
#13 King / Bay													
Base	20	531	37	271	684	24	30	161	27	63	164	191	2203
Added	0	71	2	20	89	0	0	0	0	1	0	10	193
Marine	0	9	2	0	5	0	0	0	0	1	0	0	17
Total	20	611	41	291	778	24	30	161	27	65	164	201	2413
#14 Mission / Bay													
Base	84	175	47	312	199	144	184	1186	83	216	1217	186	4033
Added	0	6	0	58	12	20	40	119	1	0	26	28	310
Marine	0	0	16	0	0	6	11	131	0	9	42	0	215
Total	84	181	63	370	211	170	235	1436	84	225	1285	214	4558
#15 Bay / California													
Base	0	303	221	71	353	0	0	0	0	189	0	85	1222
Added	0	6	6	0	11	0	0	0	0	1	0	0	24
Marine	0	0	0	0	0	0	0	9	0	0	16	0	25
Total	0	309	227	71	364	0	0	9	0	190	16	85	1271
#16 Bay / West Clfif													
Base	0	0	0	342	0	75	55	392	0	0	435	395	1694
Added	0	0	0	23	0	0	0	0	0	0	0	8	31
Total	0	0	0	365	0	75	55	392	0	0	435	403	1725
#17 Mission / Laurel													
Base	298	190	37	35	216	13	15	1028	321	59	1121	45	3378
Added	14	0	0	0	0	0	0	138	39	0	40	0	231
Marine	0	0	0	0	0	0	0	141	7	0	78	0	226
Total	312	190	37	35	216	13	15	1307	367	59	1239	45	3835

2010 PM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Mission / Walnut													
Base	65	72	55	59	101	9	16	1026	57	46	1224	18	2748
Added	0	0	0	0	0	0	0	138	0	0	40	0	178
Marine	2	0	0	0	0	0	0	137	4	0	75	0	218
Total	67	72	55	59	101	9	16	1301	61	46	1339	18	3144
#19 Mission / King-Union													
Base	2	6	11	929	1	7	2	1330	2	30	1338	204	3862
Added	0	0	0	51	0	0	0	138	0	0	40	9	238
Marine	0	0	0	0	0	0	0	137	0	0	65	0	202
Total	2	6	11	980	1	7	2	1605	2	30	1443	213	4302
#20 Mission / Chestnut													
Base	125	325	37	51	399	1671	1412	533	105	12	467	56	5193
Added	0	0	0	0	0	56	164	26	1	0	9	0	256
Marine	0	13	2	0	7	70	127	9	0	0	5	0	233
Total	125	338	39	51	406	1797	1703	568	106	12	481	56	5682
#21 SR9 / SR1													
Base	125	257	407	715	257	143	223	1591	126	412	1607	497	6360
Added	0	0	0	0	0	6	17	146	0	0	50	0	219
Marine	0	0	0	0	0	4	7	134	0	0	74	0	219
Total	125	257	407	715	257	153	247	1871	126	412	1731	497	6798
#22 High / Storey													
Base	58	0	0	0	0	0	0	0	480	12	572	0	1122
Added	0	0	0	0	0	0	0	0	34	0	17	0	51
Total	58	0	0	0	0	0	0	0	514	12	589	0	1173
#23 King / Storey													
Base	0	0	0	515	0	14	13	247	0	0	217	26	1032
Added	0	0	0	34	0	0	0	17	0	0	9	0	60
Total	0	0	0	549	0	14	13	264	0	0	226	26	1092
#24 Mission / King (West)													
Base	0	0	0	19	0	61	65	933	0	41	674	24	1817
Added	0	0	0	0	0	0	0	161	0	0	42	0	203
Marine	0	0	0	0	0	0	0	89	0	0	49	0	138
Total	0	0	0	19	0	61	65	1183	0	41	765	24	2158
#25 Mission / Almar-Younglove													
Base	161	178	2	62	0	49	0	995	85	356	836	0	2724
Added	1	0	2	0	0	0	0	158	2	5	42	0	210
Marine	0	0	54	0	0	0	0	88	0	0	49	0	191
Total	162	178	58	62	0	49	0	1241	87	361	927	0	3125

2010 PM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#26 Highway 1 / Swift													
Base	87	43	273	65	15	2	8	582	75	232	465	69	1916
Added	0	0	47	0	0	0	0	114	1	15	28	0	205
Marine	0	0	53	0	0	0	0	36	0	29	20	0	138
Total	87	43	373	65	15	2	8	732	76	276	513	69	2259
#27 Delaware / Almar													
Base	8	88	25	34	105	43	45	365	7	17	169	59	965
Added	0	0	0	0	0	1	3	20	0	0	4	0	28
Marine	0	0	0	0	30	0	54	41	0	0	24	0	149
Total	8	88	25	34	135	44	102	426	7	17	197	59	1142
#28 Delaware / Swift													
Base	7	130	30	80	196	59	97	196	29	28	80	47	979
Added	0	0	0	22	0	5	2	0	0	0	0	5	34
Marine	0	0	0	0	0	29	53	97	0	0	53	0	232
Total	7	130	30	102	196	93	152	293	29	28	133	52	1245
#29 Lincoln St. / Chestnut St.													
Base	0	191	48	56	243	0	10	107	40	17	0	84	796
Added	0	0	0	1	0	0	0	4	0	0	1	0	6
Marine	0	0	0	0	0	0	0	4	0	0	2	0	6
Total	0	191	48	57	243	0	10	115	40	17	3	84	808
#30 Highland Ave. / High St.													
Base	653	78	11	0	55	3	0	0	0	4	3	1	808
Added	17	0	0	0	0	0	0	0	0	0	0	0	17
Total	670	78	11	0	55	3	0	0	0	4	3	1	825
#31 Laurel St. / Chestnut St.													
Base	32	21	57	160	38	57	60	635	21	37	575	96	1789
Added	0	0	0	0	0	7	19	22	0	0	8	0	56
Marine	0	0	0	0	0	0	0	7	0	0	0	0	7
Total	32	21	57	160	38	64	79	664	21	37	583	96	1852
#32 Water St. / River St.													
Base	123	309	334	185	266	32	44	557	68	281	629	209	3037
Added	0	0	0	0	0	0	0	26	0	0	9	0	35
Marine	0	0	0	0	0	0	0	11	0	0	5	0	16
Total	123	309	334	185	266	32	44	594	68	281	643	209	3088
#33 Ocean St. / Water St.													
Base	148	537	102	330	770	269	353	667	75	104	522	171	4048
Added	3	0	0	0	0	0	0	16	9	0	6	0	34
Marine	0	0	0	0	0	0	0	11	0	0	5	0	16
Total	151	537	102	330	770	269	353	694	84	104	533	171	4098

2010 PM 2300 Delaware

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#34 Water St. / Branciforte Ave.													
Base	186	244	42	39	126	82	267	791	237	75	1129	63	3281
Added	0	0	1	0	0	0	0	11	0	0	4	0	16
Total	186	244	43	39	126	82	267	802	237	75	1133	63	3297
#35 Soquel Ave. / Morrissey Blvd./ Water													
Base	23	156	27	260	182	485	447	1317	32	54	975	271	4229
Added	0	0	0	0	0	1	4	4	0	0	1	0	10
Total	23	156	27	260	182	486	451	1321	32	54	976	271	4239
#36 Soquel Ave. / Capitola Rd.													
Base	598	14	35	44	35	25	27	1011	878	67	604	26	3364
Added	0	0	0	0	0	0	0	4	0	0	1	0	5
Total	598	14	35	44	35	25	27	1015	878	67	605	26	3369
#37 Ocean St. / Soquel Ave.													
Base	56	432	112	312	731	144	138	545	154	88	343	138	3193
Added	0	0	0	0	0	0	0	4	0	0	1	0	5
Total	56	432	112	312	731	144	138	549	154	88	344	138	3198
#38 Seabright Ave. / Soquel Ave.													
Base	194	40	252	49	107	77	57	778	108	201	491	15	2369
Added	0	0	0	0	0	0	0	3	0	0	1	0	4
Total	194	40	252	49	107	77	57	781	108	201	492	15	2373
#39 Broadway / San Lorenzo Blvd.													
Base	364	0	48	0	0	0	0	553	507	0	476	0	1948
Added	6	0	0	0	0	0	0	7	15	0	3	0	31
Total	370	0	48	0	0	0	0	560	522	0	479	0	1979
#40 Seabright Ave. / Murray St.													
Base	49	89	106	307	105	42	55	717	3	43	441	198	2155
Added	0	0	0	0	0	1	3	5	0	0	2	0	11
Total	49	89	106	307	105	43	58	722	3	43	443	198	2166
#101 McLaughlin / Chinquapin													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	6	0	0	0	5	0	0	5	5	21
Total	0	0	0	6	0	0	0	5	0	0	5	5	21

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Campus Facilities / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.722
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 54 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns showing saturation flow rates and adjustment factors for each lane.

Capacity Analysis Module: Table with 13 columns showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hagar / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.937
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 39.3
Optimal Cycle: 91 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Hagar / East Remote

Average Delay (sec/veh): 11.0 Worst Case Level Of Service: D[34.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	243	69	41	203	0	0	0	0	206	0	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:	0	243	69	41	203	0	0	0	0	206	0	46
Added Vol:	0	28	29	0	30	0	0	0	0	33	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	271	98	41	233	0	0	0	0	239	0	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	333	121	50	287	0	0	0	0	294	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	333	121	50	287	0	0	0	0	294	0	58

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	454	xxxx	xxxxx	xxxx	xxxx	xxxxx	721	xxxx	333
Potent Cap.:	xxxx	xxxx	xxxxx	1117	xxxx	xxxxx	xxxx	xxxx	xxxxx	397	xxxx	713
Move Cap.:	xxxx	xxxx	xxxxx	1117	xxxx	xxxxx	xxxx	xxxx	xxxxx	383	xxxx	713
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.77	xxxx	0.08

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.3	xxxx	0.3
Stopped Del:	xxxxxx	xxxx	xxxxxx	8.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	39.4	xxxx	10.5
LOS by Move:	*	*	*	A	*	*	*	*	*	E	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	8.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	34.7		
ApproachLOS:	*	*	*	*	*	*	*	*	*	D		

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #4 McLaughlin / Hagar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.998
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 43.7
Optimal Cycle: 0 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #5 Heller / McLaughlin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 0 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 59 186 21 80 0 0 0 0 197 0 29
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 59 186 21 80 0 0 0 0 197 0 29
Added Vol: 0 0 2 1 0 0 0 0 0 2 0 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 59 188 22 80 0 0 0 0 199 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: 0.65 0.55 0.55 0.64 0.55 0.65 0.65 0.65 0.65 0.55 0.65 0.64
PHF Volume: 0 108 344 34 146 0 0 0 0 364 0 48
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 108 344 34 146 0 0 0 0 364 0 48
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 108 344 34 146 0 0 0 0 364 0 48

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.24 0.76 0.19 0.81 0.00 0.00 0.00 0.00 0.88 0.00 0.12
Final Sat.: 0 170 542 112 480 0 0 0 0 558 0 74

Capacity Analysis Module:
Vol/Sat: xxxx 0.63 0.63 0.30 0.30 xxxx xxxx xxxx xxxx 0.65 xxxx 0.65
Crit Moves: **** **** ****
Delay/Veh: 0.0 15.3 15.3 11.0 11.0 0.0 0.0 0.0 0.0 17.3 0.0 17.3
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: 0.0 15.3 15.3 11.0 11.0 0.0 0.0 0.0 0.0 17.3 0.0 17.3
LOS by Move: * C C B B * * * * C * C
ApproachDel: 15.3 11.0 xxxxxx 17.3
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 15.3 11.0 xxxxxx 17.3
LOS by Appr: C B * C

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #6 Heller / Meyer

Cycle (sec): 100 Critical Vol./Cap. (X): 0.879
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 0 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 12 rows of volume-related metrics such as Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 3 rows showing adjustment factors, lane saturation, and final saturation values.

Capacity Analysis Module: Table with 12 columns and 10 rows showing volume per saturation, critical moves, delay per vehicle, and level of service (LOS) by move and approach.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highway 1 / Western

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: 71 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and 13 rows of adjustment factors like Base Vol, Growth Adj, PHF Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Empire Grade / Western

Average Delay (sec/veh): 62.9 Worst Case Level Of Service: F[326.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 13 columns for critical gap and follow-up time values.

Capacity Module: Table with 13 columns for capacity-related metrics like Cnflct Vol, Potent Cap., Move Cap., etc.

Level of Service Module: Table with 13 columns for queue lengths, stopped delays, LOS by move, and approach delays.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Empire Grade/Heller

Cycle (sec): 60 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 34 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Permitted), Rights (Include, Ovl), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume categories (Base Vol, Growth Adj, etc.) and 4 rows of adjustment factors.

Saturation Flow Module: Table with 13 columns for saturation flow and 4 rows of adjustment factors.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, etc.) and 8 rows of adjustment factors.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 High / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.742
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.1
 Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	227	260	46	270	499	68	53	192	274	78	226	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	260	46	270	499	68	53	192	274	78	226	176
Added Vol:	23	53	2	19	65	7	22	18	47	1	9	10
Marine Labs:	0	7	0	0	4	2	4	0	0	0	0	0
Initial Fut:	250	320	48	289	568	77	79	210	321	79	235	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	273	349	52	316	620	84	86	229	350	86	257	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	349	52	316	620	84	86	229	350	86	257	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	273	349	52	316	620	84	86	229	350	86	257	203

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.69	0.69	0.85	0.74	0.74	0.85
Lanes:	1.00	1.74	0.26	1.00	1.76	0.24	0.27	0.73	1.00	0.25	0.75	1.00
Final Sat.:	1805	3079	462	1805	3122	423	357	948	1615	353	1051	1615

Capacity Analysis Module:

Vol/Sat:	0.15	0.11	0.11	0.17	0.20	0.20	0.24	0.24	0.22	0.24	0.24	0.13
Crit Moves:	****				****						****	
Green/Cycle:	0.20	0.19	0.19	0.29	0.27	0.27	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.74	0.61	0.61	0.61	0.74	0.74	0.74	0.74	0.66	0.74	0.74	0.38
Delay/Veh:	30.3	24.2	24.2	20.7	23.3	23.3	24.3	24.3	20.3	24.3	24.3	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	24.2	24.2	20.7	23.3	23.3	24.3	24.3	20.3	24.3	24.3	15.9
HCM2kAvg:	7	5	5	6	8	8	9	9	7	9	9	3

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Iowa / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 41 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 13 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow values and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Escalona / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 42 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume categories (Base Vol, Growth Adj, etc.) and 13 rows for various adjustment factors (User Adj, PHF Adj, etc.).

Saturation Flow Module: Table with 13 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 King / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 1.295
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 61.9
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 1.097
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 90.3
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 9 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Bay / California

Average Delay (sec/veh): 28.1 Worst Case Level Of Service: F[119.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time values.

Capacity Module:

Table with 12 columns for capacity-related metrics like Cnflct Vol, Potent Cap., etc.

Level of Service Module:

Table with 12 columns for level of service metrics like Queue, Stopped Del, LOS by Move, etc.

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #16 Bay / West Clif

Cycle (sec): 100 Critical Vol./Cap. (X): 0.928
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: 0 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 16 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 11 rows. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 1.046
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 55.7
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Mission / Walnut

Cycle (sec): 100 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 77 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Permitted), Rights (Include), Min. Green, and Lanes.



















Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 8 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

HCM Signalized Intersection Capacity Analysis
2010 PM Plus Project

3: Mission - SR 1 & King
Campus Growth + Delaware

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95		1.00	0.95			1.00		0.95	0.95	
Frt		1.00		1.00	0.98			0.92		1.00	1.00	
Flt Protected		1.00		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (prot)		3538		1770	3471			1708		1681	1683	
Flt Permitted		0.91		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (perm)		3212		1770	3471			1708		1681	1683	
Volume (vph)	2	1605	2	30	1443	213	2	6	11	980	1	7
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	2	1638	2	31	1472	217	2	6	11	1000	1	7
Lane Group Flow (vph)	0	1642	0	31	1689	0	0	19	0	526	482	0
Turn Type	Perm			Prot			Split			Split		
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		72.6		3.2	79.8			16.0		43.0	43.0	
Effective Green, g (s)		72.6		3.2	79.8			16.0		43.0	43.0	
Actuated g/C Ratio		0.48		0.02	0.53			0.11		0.29	0.29	
Clearance Time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1546		38	1837			181		479	480	
v/s Ratio Prot				0.02	c0.49			c0.01		c0.31	0.29	
v/s Ratio Perm		c0.51										
v/c Ratio		1.06		0.82	0.92			0.10		1.10	1.00	
Uniform Delay, d1		39.1		73.5	32.6			60.9		53.9	53.9	
Progression Factor		1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2		41.4		76.1	9.0			1.2		70.5	42.1	
Delay (s)		80.5		149.6	41.5			62.1		124.4	96.0	
Level of Service		F		F	D			E		F	F	
Approach Delay (s)		80.5			43.5			62.1			110.8	
Approach LOS		F			D			E			F	
Intersection Summary												
HCM Average Control Delay			72.9			HCM Level of Service				E		
HCM Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			150.8			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			88.9%			ICU Level of Service				D		
c Critical Lane Group												

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 0.998
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 48.6
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Protected, Split Phase), Rights (Include, Ovl), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow values for different lanes and adjustments.

Capacity Analysis Module: Table with 13 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 1.006
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 71.0
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 High / Storey

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[14.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	58	0	0	0	0	0	0	0	480	12	572	0
Growth Adj:	1.00	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	0	0	0	0	0	0	480	12	572	0
Added Vol:	0	0	0	0	0	0	0	0	34	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	0	0	0	0	0	0	0	514	12	589	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	0	0	0	0	0	0	0	539	13	618	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	61	0	0	0	0	0	0	0	539	13	618	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	643	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	539	xxxx	xxxxx
Potent Cap.:	441	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1039	xxxx	xxxxx
Move Cap.:	437	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1039	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level of Service Module:

Queue:	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx			
Stopped Del:	14.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx			
LOS by Move:	B	*	*	*	*	*	*	*	*	A	*	*			
Movement:	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	0.0	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	14.6			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	B			*			*			*					

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 1.092
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 53.2
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Mission / King (West)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: D[31.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module: Critical Gp, FollowUpTim

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Mission / Almar-Younglove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: 132 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns showing saturation flow rates and adjustment factors for different lane configurations.

Capacity Analysis Module: Table with 13 columns showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Highway 1 / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 63 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume categories and 13 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #27 Delaware / Almar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.943
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 0 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 13 rows of volume-related metrics such as Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 3 rows showing adjustment factors, lane saturation, and final saturation values.

Capacity Analysis Module table with 12 columns and 11 rows showing metrics like Vol/Sat, Crit Moves, Delay/Veh, and LOS by Move.

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #28 Delaware / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 1.007
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 42.2
Optimal Cycle: 0 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 13 rows of volume-related metrics such as Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 3 rows showing adjustment factors, lane saturation, and final saturation values.

Capacity Analysis Module table with 12 columns and 11 rows showing delay, LOS, and approach delay for various movements.

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #29 Lincoln St. / Chestnut St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 12 rows of volume-related metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 3 rows showing adjustment factors, lane saturation, and final saturation values.

Capacity Analysis Module: Table with 12 columns and 10 rows showing volume/saturation, critical moves, delay/veh, and LOS by move/approach.

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #30 Highland Ave. / High St.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.299
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 147.0
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for different traffic movements. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for different traffic movements. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Laurel St. / Chestnut St.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 41 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 16 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Water St. / River St.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 41.6
Optimal Cycle: 109 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 13 rows of adjustment factors.

Saturation Flow Module: Table with 12 columns representing saturation flow values and 4 rows of adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics and 10 rows of adjustment factors.

 2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #33 Ocean St. / Water St.

Cycle (sec): 120 Critical Vol./Cap. (X): 0.776
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 42.3
 Optimal Cycle: 87 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Ovl					Include					Ovl				
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10		
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	148	537	102	330	770	269	353	667	75	104	522	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	537	102	330	770	269	353	667	75	104	522	171
Added Vol:	3	0	0	0	0	0	0	16	9	0	6	0
Marine Labs:	0	0	0	0	0	0	0	11	0	0	5	0
Initial Fut:	151	537	102	330	770	269	353	694	84	104	533	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	167	594	113	365	852	298	390	768	93	115	590	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	594	113	365	852	298	390	768	93	115	590	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	594	113	365	852	298	390	768	93	115	590	189

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	3169	384	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.16	0.07	0.20	0.24	0.18	0.11	0.24	0.24	0.06	0.16	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.21	0.21	0.26	0.34	0.50	0.16	0.31	0.31	0.08	0.23	0.49
Volume/Cap:	0.70	0.78	0.33	0.78	0.70	0.37	0.70	0.78	0.78	0.78	0.70	0.24
Delay/Veh:	58.3	49.6	40.6	49.1	36.0	18.7	51.5	41.0	41.0	76.3	44.6	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	49.6	40.6	49.1	36.0	18.7	51.5	41.0	41.0	76.3	44.6	17.5
HCM2kAvg:	8	12	4	15	14	7	8	16	16	6	11	4

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Water St. / Branciforte Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 1.007
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 53.4
Optimal Cycle: 165 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Soquel Ave. / Morrissey Blvd./ Water

Cycle (sec): 85 Critical Vol./Cap. (X): 1.009
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 46.8
Optimal Cycle: 171 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Soquel Ave. / Capitola Rd.

Cycle (sec): 90 Critical Vol./Cap. (X): 1.017
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 57.9
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 13 rows of volume and adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows showing saturation flow rates and adjustments.

Capacity Analysis Module table with 12 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ocean St. / Soquel Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.721
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: 72 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Seabright Ave. / Soquel Ave.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.994
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 53.5
Optimal Cycle: 105 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Broadway / San Lorenzo Blvd.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 36 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Permitted), Rights (Include, Ovl), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Seabright Ave. / Murray St.

Cycle (sec): 80 Critical Vol./Cap. (X): 0.967
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 66.9
Optimal Cycle: 125 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM 2300 Delaware

Level Of Service Computation Report

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

Intersection #101 McLaughlin / Chinquapin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.010
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 0 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

UC Santa Cruz LRDP EIR
2010 Plus Project
(Family Student Housing)
AM & PM Level of Service Worksheets

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Scenario Report

Scenario: 2010 AM Student Housing
Command: 2010 AM Housing
Volume: 2010 AM Housing
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: 2010 Student Housing AM
Trip Distribution: Project
Paths: Default Paths
Routes: Default Routes
Configuration: Default

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Trip Generation Report

Forecast for 2010 Student Housing AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
23	Student Hous	1.00	Housing	44.00	31.00	44	31	75	100.0
	Zone 23 Subtotal					44	31	75	100.0
TOTAL						44	31	75	100.0

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

 Turning Movement Report
 2010 Student Housing AM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Campus Facilities / Coolidge													
Base	26	5	40	1	3	2	5	737	50	17	205	1	1092
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	5	40	1	3	2	5	737	50	17	205	1	1092
#2 Hagar / Coolidge													
Base	21	4	5	0	0	173	444	249	18	2	96	3	1015
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	4	5	0	0	173	444	249	18	2	96	3	1015
#3 Hagar / East Remote													
Base	0	194	352	23	91	0	0	0	0	31	0	26	717
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	194	352	23	91	0	0	0	0	31	0	26	717
#4 McLaughlin / Hagar													
Base	130	0	30	0	0	0	0	86	94	29	195	0	564
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	0	30	0	0	0	0	86	94	29	195	0	564
#5 Heller / McLaughlin													
Base	0	59	99	26	26	0	0	0	0	132	0	30	372
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	59	99	26	26	0	0	0	0	132	0	30	372
#6 Heller / Meyer													
Base	0	240	104	13	94	0	0	0	0	39	0	16	506
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	240	104	13	94	0	0	0	0	39	0	16	506
#7 Highway 1 / Western													
Base	8	48	24	109	87	19	29	224	14	109	317	122	1110
Added	0	1	0	1	1	0	0	0	0	0	0	1	4
Marine	0	12	17	0	0	0	1	0	0	31	0	0	61
Total	8	61	41	110	88	19	30	224	14	140	317	123	1175
#8 Empire Grade / Western													
Base	117	0	75	0	0	0	0	322	57	50	478	0	1099
Added	4	0	0	0	0	0	0	28	2	0	39	0	73
Marine	11	0	2	0	0	0	0	0	19	4	0	0	36
Total	132	0	77	0	0	0	0	350	78	54	517	0	1208
#9 Empire Grade/Heller													
Base	0	0	0	130	0	1	66	173	0	0	127	424	921
Added	0	0	0	30	0	1	1	0	0	0	0	43	75
Marine	0	0	0	0	0	0	0	19	0	0	11	0	30
Total	0	0	0	160	0	2	67	192	0	0	138	467	1026

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 High / Bay													
Base	317	541	97	45	143	30	55	178	170	79	169	213	2037
Added	27	0	0	0	0	0	0	9	19	0	12	0	67
Marine	0	3	0	0	6	4	2	0	0	0	0	0	15
Total	344	544	97	45	149	34	57	187	189	79	181	213	2119
#11 Iowa / Bay													
Base	33	624	51	12	424	19	31	63	70	43	21	8	1399
Added	0	25	0	0	18	1	1	0	0	0	0	0	45
Marine	0	3	0	0	6	0	0	0	0	0	0	0	9
Total	33	652	51	12	448	20	32	63	70	43	21	8	1453
#12 Escalona / Bay													
Base	22	708	21	137	439	17	11	22	21	6	10	233	1647
Added	0	25	0	0	18	0	0	0	0	0	0	0	43
Marine	0	3	1	0	6	0	0	0	0	2	0	0	12
Total	22	736	22	137	463	17	11	22	21	8	10	233	1702
#13 King / Bay													
Base	6	474	34	116	381	7	21	108	24	42	118	103	1434
Added	0	19	0	4	14	0	0	0	0	0	0	6	43
Marine	0	4	1	0	8	0	0	0	0	2	0	0	15
Total	6	497	35	120	403	7	21	108	24	44	118	109	1492
#14 Mission / Bay													
Base	66	189	103	226	124	55	95	1139	59	173	866	199	3294
Added	0	3	0	11	2	0	1	0	0	0	0	15	32
Marine	0	0	8	0	0	10	5	64	0	14	114	0	215
Total	66	192	111	237	126	65	101	1203	59	187	980	214	3541
#15 Bay / California													
Base	0	281	322	81	228	0	0	0	0	116	0	91	1119
Added	0	3	0	0	2	0	0	0	0	0	0	0	5
Marine	0	8	0	0	14	0	0	0	0	0	0	0	22
Total	0	292	322	81	244	0	0	0	0	116	0	91	1146
#16 Bay / West Clfif													
Base	0	0	0	334	0	61	39	284	0	0	386	324	1428
Added	0	0	0	2	0	0	0	0	0	0	0	3	5
Total	0	0	0	336	0	61	39	284	0	0	386	327	1433
#17 Mission / Laurel													
Base	226	158	55	71	151	7	13	1054	188	61	1011	10	3005
Added	5	0	0	0	0	0	0	7	4	0	10	0	26
Marine	6	0	0	0	0	0	0	68	3	0	123	0	200
Total	237	158	55	71	151	7	13	1129	195	61	1144	10	3231

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Mission / Walnut													
Base	47	86	65	100	166	11	52	1085	73	112	1036	15	2848
Added	0	0	0	0	0	0	0	7	0	0	10	0	17
Marine	4	0	0	0	0	0	0	66	2	0	119	0	191
Total	51	86	65	100	166	11	52	1158	75	112	1165	15	3056
#19 Mission / King-Union													
Base	1	2	7	1029	0	18	3	1204	1	48	1596	229	4138
Added	0	0	0	12	0	0	0	7	0	0	10	5	34
Marine	0	0	0	0	0	0	0	34	0	0	119	0	153
Total	1	2	7	1041	0	18	3	1245	1	48	1725	234	4325
#20 Mission / Chestnut													
Base	95	432	25	93	308	1740	1575	411	46	8	381	90	5204
Added	1	0	0	0	0	22	16	2	1	0	4	0	46
Marine	0	6	1	0	12	111	62	0	0	1	8	0	201
Total	96	438	26	93	320	1873	1653	413	47	9	393	90	5451
#21 SR9 / SR1													
Base	58	154	265	445	177	170	194	1793	98	457	1881	874	6566
Added	0	0	0	0	0	2	2	14	0	0	20	0	38
Marine	0	0	0	0	0	0	3	65	0	0	116	0	184
Total	58	154	265	445	177	172	199	1872	98	457	2017	874	6788
#22 High / Storey													
Base	78	0	0	0	0	0	0	0	407	1	652	0	1138
Added	0	0	0	0	0	0	0	0	8	0	12	0	20
Total	78	0	0	0	0	0	0	0	415	1	664	0	1158
#23 King / Storey													
Base	0	0	0	439	0	11	8	355	0	0	169	40	1022
Added	0	0	0	8	0	0	0	4	0	0	5	0	17
Total	0	0	0	447	0	11	8	359	0	0	174	40	1039
#24 Mission / King (West)													
Base	0	0	0	18	0	80	31	663	0	23	837	11	1663
Added	0	0	0	0	0	0	0	1	0	0	1	0	2
Marine	0	0	0	0	0	0	0	42	0	0	77	0	119
Total	0	0	0	18	0	80	31	706	0	23	915	11	1784
#25 Mission / Almar-Younglove													
Base	50	165	0	51	0	45	0	715	41	167	796	0	2030
Added	1	0	1	0	0	0	0	0	0	0	0	0	2
Marine	0	0	26	0	0	0	0	43	0	0	77	0	146
Total	51	165	27	51	0	45	0	758	41	167	873	0	2178

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#26 Highway 1 / Swift													
Base	86	31	214	65	26	8	2	392	37	415	478	33	1787
Added	0	0	0	0	0	0	0	1	0	0	1	0	2
Marine	0	0	25	0	0	0	0	17	0	46	31	0	119
Total	86	31	239	65	26	8	2	410	37	461	510	33	1908
#27 Delaware / Almar													
Base	17	84	7	13	60	11	26	204	11	9	322	35	799
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	47	26	21	0	0	37	0	131
Total	17	84	7	13	60	58	52	225	11	9	359	35	930
#28 Delaware / Swift													
Base	16	196	58	30	225	127	127	59	38	96	158	75	1205
Added	0	0	0	0	0	1	1	0	0	0	0	0	2
Marine	0	0	0	0	0	46	25	47	0	0	84	0	202
Total	16	196	58	30	225	174	153	106	38	96	242	75	1409
#29 Lincoln St. / Chestnut St.													
Base	0	300	15	32	169	0	24	82	74	5	0	49	750
Added	0	1	0	0	1	0	0	0	0	0	0	0	2
Marine	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	301	15	32	170	0	24	84	74	5	0	49	754
#30 Highland Ave. / High St.													
Base	648	50	2	0	76	1	0	0	0	1	6	8	792
Added	12	0	0	0	0	0	0	0	0	0	0	0	12
Total	660	50	2	0	76	1	0	0	0	1	6	8	804
#31 Laurel St. / Chestnut St.													
Base	26	76	35	156	27	48	104	408	17	21	418	100	1436
Added	0	0	0	0	0	2	1	3	0	0	4	0	10
Marine	0	0	0	0	0	0	0	3	0	0	6	0	9
Total	26	76	35	156	27	50	105	414	17	21	428	100	1455
#32 Water St. / River St.													
Base	55	189	150	71	105	10	23	377	45	185	541	164	1915
Added	0	0	0	0	0	0	0	2	0	0	4	0	6
Marine	0	0	0	0	0	0	0	6	0	0	9	0	15
Total	55	189	150	71	105	10	23	385	45	185	554	164	1936
#33 Ocean St. / Water St.													
Base	113	525	34	212	616	315	242	273	34	148	553	108	3173
Added	1	0	0	0	0	0	0	2	1	0	2	0	6
Marine	0	0	0	0	0	0	0	6	0	0	9	0	15
Total	114	525	34	212	616	315	242	281	35	148	564	108	3194

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#34 Water St. / Branciforte Ave.													
Base	162	103	71	37	112	129	63	299	151	52	984	26	2189
Added	0	0	0	0	0	0	0	1	0	0	1	0	2
Total	162	103	71	37	112	129	63	300	151	52	985	26	2191
#35 Soquel Ave. / Morrissey Blvd. / Water													
Base	10	122	14	253	137	523	408	458	16	8	894	206	3049
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	122	14	253	137	523	408	458	16	8	894	206	3049
#36 Soquel Ave. / Capitola Rd.													
Base	664	27	97	34	10	16	27	281	354	68	613	77	2268
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	664	27	97	34	10	16	27	281	354	68	613	77	2268
#37 Ocean St. / Soquel Ave.													
Base	43	525	100	110	321	88	88	136	36	82	269	129	1927
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	43	525	100	110	321	88	88	136	36	82	269	129	1927
#38 Seabright Ave. / Soquel Ave.													
Base	155	66	247	14	69	52	22	394	57	130	447	8	1661
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	155	66	247	14	69	52	22	394	57	130	447	8	1661
#39 Broadway / San Lorenzo Blvd.													
Base	397	0	20	0	0	0	0	445	193	0	432	0	1487
Added	2	0	0	0	0	0	0	1	1	0	2	0	6
Total	399	0	20	0	0	0	0	446	194	0	434	0	1493
#40 Seabright Ave. / Murray St.													
Base	39	99	38	127	68	36	49	286	2	30	542	239	1555
Added	0	0	0	0	0	0	0	1	0	0	1	0	2
Total	39	99	38	127	68	36	49	287	2	30	543	239	1557
#41 Heller / Koshland Extension													
Base	25	347	0	0	169	6	13	0	27	0	0	0	587
Added	20	0	0	0	0	0	0	0	14	0	0	0	34
Total	45	347	0	0	169	6	13	0	41	0	0	0	621

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #1 Campus Facilities / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.707
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
 Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			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	0	0

Volume Module:

Base Vol:	26	5	40	1	3	2	5	737	50	17	205	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	5	40	1	3	2	5	737	50	17	205	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	5	40	1	3	2	5	737	50	17	205	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	32	6	50	1	4	2	6	916	62	21	255	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	6	50	1	4	2	6	916	62	21	255	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.:	32	6	50	1	4	2	6	916	62	21	255	1

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.88	0.88	0.88	0.95	0.99	0.99	0.95	1.00	1.00
Lanes:	1.00	0.11	0.89	0.17	0.50	0.33	1.00	0.94	0.06	1.00	0.99	0.01
Final Sat.:	1900	183	1464	279	838	559	1805	1761	120	1805	1889	9

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.00	0.00	0.00	0.00	0.52	0.52	0.01	0.13	0.13
Crit Moves:	****						****			****		
Green Time:	2.9	2.9	2.9	2.9	2.9	2.9	1.1	44.1	44.1	1.0	44.0	44.0
Volume/Cap:	0.27	0.71	0.71	0.09	0.09	0.09	0.18	0.71	0.71	0.71	0.18	0.18
Delay/Veh:	28.8	53.4	53.4	27.8	27.8	27.8	31.6	6.1	6.1	85.4	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	53.4	53.4	27.8	27.8	27.8	31.6	6.1	6.1	85.4	2.5	2.5
HCM2kAvg:	1	2	2	0	0	0	0	11	11	2	2	2

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #2 Hagar / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.609
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.0
 Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	21	4	5	0	0	173	444	249	18	2	96	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	4	5	0	0	173	444	249	18	2	96	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	4	5	0	0	173	444	249	18	2	96	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	25	5	6	0	0	209	536	301	22	2	116	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	5	6	0	0	209	536	301	22	2	116	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	5	6	0	0	209	536	301	22	2	116	4

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	1.00	1.00	0.87	0.95	0.99	0.99	0.95	1.00	1.00
Lanes:	0.70	0.13	0.17	0.00	0.00	1.00	1.00	0.93	0.07	1.00	0.97	0.03
Final Sat.:	1097	209	261	0	0	1644	1805	1754	127	1805	1835	57

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.00	0.00	0.13	0.30	0.17	0.17	0.00	0.06	0.06
Crit Moves:						****	****			****		
Green Time:	12.5	12.5	12.5	0.0	0.0	12.5	29.3	35.2	35.2	0.3	6.2	6.2
Volume/Cap:	0.11	0.11	0.11	0.00	0.00	0.61	0.61	0.29	0.29	0.29	0.61	0.61
Delay/Veh:	19.4	19.4	19.4	0.0	0.0	24.7	12.5	6.3	6.3	48.4	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	19.4	19.4	0.0	0.0	24.7	12.5	6.3	6.3	48.4	31.2	31.2
HCM2kAvg:	1	1	1	0	0	5	8	3	3	0	3	3

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Hagar / East Remote

Average Delay (sec/veh): 1.1 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	194	352	23	91	0	0	0	0	31	0	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	194	352	23	91	0	0	0	0	31	0	26
Added Vol:	0	0	0	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	194	352	23	91	0	0	0	0	31	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	239	433	28	112	0	0	0	0	38	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	239	433	28	112	0	0	0	0	38	0	32

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	672	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	407	xxxx	239
Potent Cap.:	xxxx	xxxx	xxxxxx	928	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	604	xxxx	805
Move Cap.:	xxxx	xxxx	xxxxxx	928	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	590	xxxx	805
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.04

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.2	xxxx	0.1
Stopped Del:	xxxxxx	xxxx	xxxxxx	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	11.5	xxxx	9.7
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	10.7		
ApproachLOS:	*	*	*	*	*	*	*	*	*	B		

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

 Intersection #4 McLaughlin / Hagar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.620
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.7
 Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	130	0	30	0	0	0	0	86	94	29	195	0
Growth Adj:	1.00	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	0	30	0	0	0	0	86	94	29	195	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	0	30	0	0	0	0	86	94	29	195	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.48	0.62	0.53	0.62	0.62	0.62	0.62	0.56	0.48	0.53	0.56	0.62
PHF Volume:	270	0	56	0	0	0	0	155	195	55	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	0	56	0	0	0	0	155	195	55	351	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.:	270	0	56	0	0	0	0	155	195	55	351	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:	0.83	0.00	0.17	0.00	0.00	0.00	0.00	0.44	0.56	0.13	0.87	0.00
Final Sat.:	494	0	103	0	0	0	0	300	378	88	565	0

Capacity Analysis Module:

Vol/Sat:	0.55	xxxx	0.55	xxxx	xxxx	xxxx	xxxx	0.52	0.52	0.62	0.62	xxxx
Crit Moves:	****								****	****		
Delay/Veh:	14.7	0.0	14.7	0.0	0.0	0.0	0.0	13.0	13.0	16.1	16.1	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:	14.7	0.0	14.7	0.0	0.0	0.0	0.0	13.0	13.0	16.1	16.1	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	C	C	*
ApproachDel:	14.7			xxxxxx			13.0			16.1		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	14.7			xxxxxx			13.0			16.1		
LOS by Appr:	B			*			B			C		

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

 Intersection #5 Heller / McLaughlin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.400
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.0
 Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	59	99	26	26	0	0	0	0	132	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	59	99	26	26	0	0	0	0	132	0	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	59	99	26	26	0	0	0	0	132	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.65	0.55	0.55	0.64	0.55	0.65	0.65	0.65	0.65	0.55	0.65	0.64
PHF Volume:	0	108	181	40	48	0	0	0	0	241	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	108	181	40	48	0	0	0	0	241	0	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	108	181	40	48	0	0	0	0	241	0	47

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.37	0.63	0.46	0.54	0.00	0.00	0.00	0.00	0.84	0.00	0.16
Final Sat.:	0	297	498	311	366	0	0	0	0	603	0	116

Capacity Analysis Module:

Vol/Sat:	xxxx	0.36	0.36	0.13	0.13	xxxx	xxxx	xxxx	xxxx	0.40	xxxx	0.40
Crit Moves:			***		***					***		
Delay/Veh:	0.0	9.6	9.6	8.7	8.7	0.0	0.0	0.0	0.0	10.7	0.0	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.6	9.6	8.7	8.7	0.0	0.0	0.0	0.0	10.7	0.0	10.7
LOS by Move:	*	A	A	A	A	*	*	*	*	B	*	B
ApproachDel:		9.6			8.7		xxxxxx				10.7	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		9.6			8.7		xxxxxx				10.7	
LOS by Appr:		A			A		*			B		

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

Intersection #6 Heller / Meyer

Cycle (sec): 100 Critical Vol./Cap. (X): 0.715
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 0 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 240 104 13 94 0 0 0 0 39 0 16
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 240 104 13 94 0 0 0 0 39 0 16
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 240 104 13 94 0 0 0 0 39 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: 0.61 0.55 0.61 0.55 0.55 0.61 0.61 0.61 0.61 0.61 0.61 0.55
PHF Volume: 0 436 170 24 171 0 0 0 0 64 0 29
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 436 170 24 171 0 0 0 0 64 0 29
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 436 170 24 171 0 0 0 0 64 0 29

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.72 0.28 0.12 0.88 0.00 0.00 0.00 0.00 0.69 0.00 0.31
Final Sat.: 0 610 238 89 641 0 0 0 0 409 0 187

Capacity Analysis Module:

Vol/Sat: xxxx 0.72 0.72 0.27 0.27 xxxx xxxx xxxx xxxx 0.16 xxxx 0.16
Crit Moves: *** ****
Delay/Veh: 0.0 16.8 16.8 9.4 9.4 0.0 0.0 0.0 0.0 9.3 0.0 9.3
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 16.8 16.8 9.4 9.4 0.0 0.0 0.0 0.0 9.3 0.0 9.3
LOS by Move: * C C A A * * * * A * A
ApproachDel: 16.8 9.4 xxxxxx 9.3
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 16.8 9.4 xxxxxx 9.3
LOS by Appr: C A * A

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #7 Highway 1 / Western

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.9
 Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	8	48	24	109	87	19	29	224	14	109	317	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	48	24	109	87	19	29	224	14	109	317	122
Added Vol:	0	1	0	1	1	0	0	0	0	0	0	1
Marine Labs:	0	12	17	0	0	0	1	0	0	31	0	0
Initial Fut:	8	61	41	110	88	19	30	224	14	140	317	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	9	65	44	117	94	20	32	238	15	149	337	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	65	44	117	94	20	32	238	15	149	337	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.:	9	65	44	117	94	20	32	238	15	149	337	131

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.78	0.78	0.78	0.95	0.99	0.99	0.95	0.96	0.96
Lanes:	0.07	0.56	0.37	0.51	0.40	0.09	1.00	0.94	0.06	1.00	0.72	0.28
Final Sat.:	128	979	658	750	600	130	1805	1772	111	1805	1311	509

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.16	0.16	0.16	0.02	0.13	0.13	0.08	0.26	0.26
Crit Moves:				****			****			****		
Green Time:	31.9	31.9	31.9	31.9	31.9	31.9	3.6	34.8	34.8	21.3	52.5	52.5
Volume/Cap:	0.21	0.21	0.21	0.49	0.49	0.49	0.49	0.39	0.39	0.39	0.49	0.49
Delay/Veh:	25.0	25.0	25.0	28.3	28.3	28.3	53.0	24.9	24.9	34.4	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	25.0	25.0	28.3	28.3	28.3	53.0	24.9	24.9	34.4	15.6	15.6
HCM2kAvg:	3	3	3	8	8	8	2	6	6	4	9	9

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Empire Grade / Western

Average Delay (sec/veh): 9.0 Worst Case Level Of Service: E[49.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module table with 13 columns and 3 rows including Critical Gp, FollowUpTim, and Capacity Module.

Capacity Module table with 13 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 13 columns and 10 rows including Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Empire Grade/Heller

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C[19.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	130	0	1	66	173	0	0	127	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	1	66	173	0	0	127	424
Added Vol:	0	0	0	30	0	1	1	0	0	0	0	43
Marine Labs:	0	0	0	0	0	0	0	19	0	0	11	0
Initial Fut:	0	0	0	160	0	2	67	192	0	0	138	467
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	0	0	202	0	3	84	242	0	0	174	588
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	202	0	3	84	242	0	0	174	588

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:

Cnflct Vol:	xxxx	xxxx	xxxxx	584	xxxx	174	762	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	477	xxxx	875	859	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	441	xxxx	875	859	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.46	xxxx	0.00	0.10	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	2.3	xxxx	0.0	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	19.8	xxxx	9.1	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			19.7			xxxxxxx			xxxxxxx		
ApproachLOS:	*			C			*			*		

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 High / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 42 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 8 rows of data including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Iowa / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.327
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 11.8
 Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	0	1	0	0	1	0

Volume Module:

Base Vol:	33	624	51	12	424	19	31	63	70	43	21	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	624	51	12	424	19	31	63	70	43	21	8
Added Vol:	0	25	0	0	18	1	1	0	0	0	0	0
Marine Labs:	0	3	0	0	6	0	0	0	0	0	0	0
Initial Fut:	33	652	51	12	448	20	32	63	70	43	21	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	38	743	58	14	511	23	36	72	80	49	24	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	743	58	14	511	23	36	72	80	49	24	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.:	38	743	58	14	511	23	36	72	80	49	24	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.88	0.88	0.85	0.76	0.76	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.34	0.66	1.00	0.67	0.33	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	566	1114	1615	975	476	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.21	0.04	0.01	0.14	0.01	0.06	0.06	0.05	0.05	0.05	0.01
Crit Moves:	****			****			****					
Green Time:	6.7	50.4	50.4	1.9	45.5	45.5	15.8	15.8	15.8	15.8	15.8	15.8
Volume/Cap:	0.25	0.33	0.06	0.33	0.25	0.02	0.33	0.33	0.25	0.25	0.25	0.03
Delay/Veh:	35.2	7.0	5.7	43.0	8.7	7.5	28.1	28.1	27.5	27.6	27.6	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	7.0	5.7	43.0	8.7	7.5	28.1	28.1	27.5	27.6	27.6	26.0
HCM2kAvg:	1	4	1	1	3	0	3	3	2	2	2	0

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Escalona / Bay

Average Delay (sec/veh): 25.8 Worst Case Level Of Service: F[267.7]

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	1	0	1	0	0	1	0	0	1!0	0

Volume Module:

Base Vol:	22	708	21	137	439	17	11	22	21	6	10	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	708	21	137	439	17	11	22	21	6	10	233
Added Vol:	0	25	0	0	18	0	0	0	0	0	0	0
Marine Labs:	0	3	1	0	6	0	0	0	0	2	0	0
Initial Fut:	22	736	22	137	463	17	11	22	21	8	10	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	24	815	24	152	513	19	12	24	23	9	11	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	24	815	24	152	513	19	12	24	23	9	11	258

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:

Cnflct Vol:	532	xxxx	xxxxx	839	xxxx	xxxxx	1827	1704	513	1725	1711	827
Potent Cap.:	1046	xxxx	xxxxx	804	xxxx	xxxxx	60	92	565	71	92	374
Move Cap.:	1046	xxxx	xxxxx	804	xxxx	xxxxx	14	73	565	43	73	374
Volume/Cap:	0.02	xxxx	xxxx	0.19	xxxx	xxxx	0.88	0.33	0.04	0.21	0.15	0.69

Level Of Service Module:

Queue:	0.1	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxxx	xxxx	xxxxxx			
Stopped Del:	8.5	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxxx	xxxx	11.6	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	B	*	*	*	*	B	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	30	xxxx	xxxxxx	xxxx	265	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	11.1	xxxxxx			
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	430.7	xxxx	xxxxxx	xxxxxx	111	xxxxxx			
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*			
ApproachDel:	xxxxxxx			xxxxxxx			267.7			110.6					
ApproachLOS:	*			*			F			F					

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 King / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 34 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow values for different lanes and adjustments.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green Time, etc.

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 1.032
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 60.6
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	66	189	103	226	124	55	95	1139	59	173	866	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:	66	189	103	226	124	55	95	1139	59	173	866	199
Added Vol:	0	3	0	11	2	0	1	0	0	0	0	15
Marine Labs:	0	0	8	0	0	10	5	64	0	14	114	0
Initial Fut:	66	192	111	237	126	65	101	1203	59	187	980	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	72	209	121	258	137	71	110	1310	64	204	1068	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	209	121	258	137	71	110	1310	64	204	1068	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	209	121	258	137	71	110	1310	64	204	1068	233

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.94	0.94	0.95	0.92	0.92
Lanes:	1.00	0.63	0.37	1.38	0.41	0.21	1.00	1.91	0.09	1.00	1.64	0.36
Final Sat.:	1805	1138	658	2498	735	379	1805	3417	168	1805	2883	630

Capacity Analysis Module:

Vol/Sat:	0.04	0.18	0.18	0.10	0.19	0.19	0.06	0.38	0.38	0.11	0.37	0.37
Crit Moves:	****			****			****			****		
Green Time:	17.8	17.8	17.8	18.1	18.1	18.1	6.8	37.2	37.2	10.9	41.3	41.3
Volume/Cap:	0.22	1.03	1.03	0.57	1.03	1.03	0.90	1.03	1.03	1.03	0.90	0.90
Delay/Veh:	35.5	99.9	99.9	38.4	91.8	91.8	97.0	64.7	64.7	117.2	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	99.9	99.9	38.4	91.8	91.8	97.0	64.7	64.7	117.2	35.1	35.1
HCM2kAvg:	2	16	16	6	17	17	6	30	30	12	22	22

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Bay / California

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: D[25.2]

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	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	281	322	81	228	0	0	0	0	116	0	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	281	322	81	228	0	0	0	0	116	0	91
Added Vol:	0	3	0	0	2	0	0	0	0	0	0	0
Marine Labs:	0	8	0	0	14	0	0	0	0	0	0	0
Initial Fut:	0	292	322	81	244	0	0	0	0	116	0	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	298	329	83	249	0	0	0	0	118	0	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	298	329	83	249	0	0	0	0	118	0	93

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	627	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	877	xxxx	462
Potent Cap.:	xxxx	xxxx	xxxxxx	965	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	322	xxxx	604
Move Cap.:	xxxx	xxxx	xxxxxx	965	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	300	xxxx	604
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.40	xxxx	0.15

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	385	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.2	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	25.2	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			25.2		
ApproachLOS:	*			*			*			D		

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

 Intersection #16 Bay / West Clif

Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 22.8
 Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	334	0	61	39	284	0	0	386	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	334	0	61	39	284	0	0	386	324
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	336	0	61	39	284	0	0	386	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	359	0	65	42	303	0	0	412	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	359	0	65	42	303	0	0	412	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	359	0	65	42	303	0	0	412	349

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.12	0.88	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	473	0	557	64	467	0	0	542	604

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.76	xxxx	0.12	0.65	0.65	xxxx	xxxx	0.76	0.58
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	29.1	0.0	9.8	20.8	20.8	0.0	0.0	26.6	16.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.1	0.0	9.8	20.8	20.8	0.0	0.0	26.6	16.1
LOS by Move:	*	*	*	D	*	A	C	C	*	*	D	C
ApproachDel:	xxxxxx			26.1			20.8			21.8		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			26.1			20.8			21.8		
LOS by Appr:	*			D			C			C		

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 32.1
 Optimal Cycle: 96 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			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	1	1	0	1

Volume Module:

Base Vol:	226	158	55	71	151	7	13	1054	188	61	1011	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	158	55	71	151	7	13	1054	188	61	1011	10
Added Vol:	5	0	0	0	0	0	0	7	4	0	10	0
Marine Labs:	6	0	0	0	0	0	0	68	3	0	123	0
Initial Fut:	237	158	55	71	151	7	13	1129	195	61	1144	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	252	168	59	76	161	7	14	1201	207	65	1217	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	168	59	76	161	7	14	1201	207	65	1217	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.:	252	168	59	76	161	7	14	1201	207	65	1217	11

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.98	0.98	0.98	0.95	0.93	0.93	0.95	0.95	0.95
Lanes:	1.00	0.74	0.26	0.31	0.66	0.03	1.00	1.71	0.29	1.00	1.98	0.02
Final Sat.:	1805	1354	471	578	1229	57	1805	3011	520	1805	3575	31

Capacity Analysis Module:

Vol/Sat:	0.14	0.12	0.12	0.13	0.13	0.13	0.01	0.40	0.40	0.04	0.34	0.34
Crit Moves:	****			****			****			****		
Green Time:	16.6	16.6	16.6	15.6	15.6	15.6	1.1	47.5	47.5	4.3	50.7	50.7
Volume/Cap:	0.84	0.75	0.75	0.84	0.84	0.84	0.67	0.84	0.84	0.84	0.67	0.67
Delay/Veh:	58.9	49.4	49.4	60.1	60.1	60.1	111.6	26.9	26.9	100.0	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	49.4	49.4	60.1	60.1	60.1	111.6	26.9	26.9	100.0	19.4	19.4
HCM2kAvg:	11	8	8	10	10	10	1	21	21	4	15	15

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Mission / Walnut

Cycle (sec): 100 Critical Vol./Cap. (X): 1.003
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase/Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns representing saturation flow values for different lanes and adjustments.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green Time, etc.

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Mission / King-Union

Cycle (sec): 120 Critical Vol./Cap. (X): 0.948
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 139.3
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg.

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Scenario Report

Scenario: 2010 PM Student Housing
Command: 2010 PM Housing
Volume: 2010 PM Housing
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: 2010 Student Housing PM
Trip Distribution: Project
Paths: Default Paths
Routes: Default Routes
Configuration: Default

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Trip Generation Report

Forecast for 2010 Student Housing PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
23	Student Hous	1.00	Housing	60.00	83.00	60	83	143	100.0
	Zone 23 Subtotal					60	83	143	100.0
TOTAL						60	83	143	100.0

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

 Turning Movement Report
 2010 Student Housing PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Campus Facilities / Coolidge													
Base	76	0	31	0	0	9	4	486	35	12	688	1	1342
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	76	0	31	0	0	9	4	486	35	12	688	1	1342
#2 Hagar / Coolidge													
Base	27	2	4	0	2	396	266	264	23	9	296	2	1291
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	2	4	0	2	396	266	264	23	9	296	2	1291
#3 Hagar / East Remote													
Base	0	243	69	41	203	0	0	0	0	206	0	46	808
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	243	69	41	203	0	0	0	0	206	0	46	808
#4 McLaughlin / Hagar													
Base	169	0	47	0	0	0	0	207	96	29	172	0	720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	169	0	47	0	0	0	0	207	96	29	172	0	720
#5 Heller / McLaughlin													
Base	0	59	186	21	80	0	0	0	0	197	0	29	572
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	59	186	21	80	0	0	0	0	197	0	29	572
#6 Heller / Meyer													
Base	0	195	50	19	293	0	0	0	0	117	0	26	700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	195	50	19	293	0	0	0	0	117	0	26	700
#7 Highway 1 / Western													
Base	23	69	79	164	79	18	17	405	18	34	373	201	1480
Added	0	1	0	2	2	1	1	0	0	0	0	1	8
Marine	24	36	0	0	14	0	2	0	0	20	0	0	96
Total	47	106	79	166	95	19	20	405	18	54	373	202	1584
#8 Empire Grade / Western													
Base	139	0	55	0	0	0	0	455	137	73	409	0	1268
Added	5	0	0	0	0	0	0	74	7	0	53	0	139
Marine	22	0	4	0	0	0	0	0	12	2	0	0	40
Total	166	0	59	0	0	0	0	529	156	75	462	0	1447
#9 Empire Grade/Heller													
Base	0	0	0	470	0	24	13	65	0	0	136	383	1091
Added	0	0	0	81	0	2	2	0	0	0	0	58	143
Marine	0	0	0	0	0	0	0	12	0	0	32	0	44
Total	0	0	0	551	0	26	15	77	0	0	168	441	1278

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 High / Bay													
Base	227	260	46	270	499	68	53	192	274	78	226	176	2369
Added	36	0	0	0	0	0	0	23	50	0	17	0	126
Marine	0	7	0	0	4	2	4	0	0	0	0	0	17
Total	263	267	46	270	503	70	57	215	324	78	243	176	2512
#11 Iowa / Bay													
Base	56	646	34	19	948	49	52	30	57	47	39	16	1993
Added	0	35	0	0	48	2	2	0	0	0	0	0	87
Marine	0	7	0	0	4	0	0	0	0	0	0	0	11
Total	56	688	34	19	1000	51	54	30	57	47	39	16	2091
#12 Escalona / Bay													
Base	53	637	10	137	689	29	16	17	44	7	16	79	1734
Added	0	35	0	0	48	0	0	0	0	0	0	0	83
Marine	0	17	2	0	4	0	0	0	0	1	0	0	24
Total	53	689	12	137	741	29	16	17	44	8	16	79	1841
#13 King / Bay													
Base	20	531	37	271	684	24	30	161	27	63	164	191	2203
Added	0	27	0	11	37	0	0	0	0	0	0	8	83
Marine	0	9	2	0	5	0	0	0	0	1	0	0	17
Total	20	567	39	282	726	24	30	161	27	64	164	199	2303
#14 Mission / Bay													
Base	84	175	47	312	199	144	184	1186	83	216	1217	186	4033
Added	0	5	0	29	6	1	1	0	0	0	0	21	63
Marine	0	0	16	0	0	6	11	131	0	9	42	0	215
Total	84	180	63	341	205	151	196	1317	83	225	1259	207	4311
#15 Bay / California													
Base	0	303	221	71	353	0	0	0	0	189	0	85	1222
Added	0	4	0	0	6	0	0	0	0	0	0	0	10
Marine	0	16	0	0	9	0	0	0	0	0	0	0	25
Total	0	323	221	71	368	0	0	0	0	189	0	85	1257
#16 Bay / West Clfif													
Base	0	0	0	342	0	75	55	392	0	0	435	395	1694
Added	0	0	0	6	0	0	0	0	0	0	0	4	10
Total	0	0	0	348	0	75	55	392	0	0	435	399	1704
#17 Mission / Laurel													
Base	298	190	37	35	216	13	15	1028	321	59	1121	45	3378
Added	7	0	0	0	0	0	0	19	10	0	14	0	50
Marine	0	0	0	0	0	0	0	141	7	0	78	0	226
Total	305	190	37	35	216	13	15	1188	338	59	1213	45	3654

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Mission / Walnut													
Base	65	72	55	59	101	9	16	1026	57	46	1224	18	2748
Added	0	0	0	0	0	0	0	19	0	0	14	0	33
Marine	2	0	0	0	0	0	0	137	4	0	75	0	218
Total	67	72	55	59	101	9	16	1182	61	46	1313	18	2999
#19 Mission / King-Union													
Base	2	6	11	929	1	7	2	1330	2	30	1338	204	3862
Added	0	0	0	31	0	0	0	19	0	0	14	7	71
Marine	0	0	0	0	0	0	0	137	0	0	65	0	202
Total	2	6	11	960	1	7	2	1486	2	30	1417	211	4135
#20 Mission / Chestnut													
Base	125	325	37	51	399	1671	1412	533	105	12	467	56	5193
Added	2	0	0	0	0	30	42	7	2	0	5	0	88
Marine	0	13	2	0	7	70	127	9	0	0	5	0	233
Total	127	338	39	51	406	1771	1581	549	107	12	477	56	5514
#21 SR9 / SR1													
Base	125	257	407	715	257	143	223	1591	126	412	1607	497	6360
Added	0	0	0	0	0	3	4	37	0	0	27	0	71
Marine	0	0	0	0	0	4	7	134	0	0	74	0	219
Total	125	257	407	715	257	150	234	1762	126	412	1708	497	6650
#22 High / Storey													
Base	58	0	0	0	0	0	0	0	480	12	572	0	1122
Added	0	0	0	0	0	0	0	0	22	0	16	0	38
Total	58	0	0	0	0	0	0	0	502	12	588	0	1160
#23 King / Storey													
Base	0	0	0	515	0	14	13	247	0	0	217	26	1032
Added	0	0	0	22	0	0	0	10	0	0	7	0	39
Total	0	0	0	537	0	14	13	257	0	0	224	26	1071
#24 Mission / King (West)													
Base	0	0	0	19	0	61	65	933	0	41	674	24	1817
Added	0	0	0	0	0	0	0	2	0	0	1	0	3
Marine	0	0	0	0	0	0	0	89	0	0	49	0	138
Total	0	0	0	19	0	61	65	1024	0	41	724	24	1958
#25 Mission / Almar-Younglove													
Base	161	178	2	62	0	49	0	995	85	356	836	0	2724
Added	1	0	1	0	0	0	0	0	1	1	0	0	4
Marine	0	0	54	0	0	0	0	88	0	0	49	0	191
Total	162	178	57	62	0	49	0	1083	86	357	885	0	2919

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#26 Highway 1 / Swift													
Base	87	43	273	65	15	2	8	582	75	232	465	69	1916
Added	0	0	0	0	0	0	0	2	0	0	1	0	3
Marine	0	0	53	0	0	0	0	36	0	29	20	0	138
Total	87	43	326	65	15	2	8	620	75	261	486	69	2057
#27 Delaware / Almar													
Base	8	88	25	34	105	43	45	365	7	17	169	59	965
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	30	0	54	41	0	0	24	0	149
Total	8	88	25	34	135	43	99	406	7	17	193	59	1114
#28 Delaware / Swift													
Base	7	130	30	80	196	59	97	196	29	28	80	47	979
Added	0	0	0	0	0	2	1	0	0	0	0	0	3
Marine	0	0	0	0	0	29	53	97	0	0	53	0	232
Total	7	130	30	80	196	90	151	293	29	28	133	47	1214
#29 Lincoln St. / Chestnut St.													
Base	0	191	48	56	243	0	10	107	40	17	0	84	796
Added	0	2	0	0	2	0	0	0	0	0	0	0	4
Marine	0	0	0	0	0	0	0	4	0	0	2	0	6
Total	0	193	48	56	245	0	10	111	40	17	2	84	806
#30 Highland Ave. / High St.													
Base	653	78	11	0	55	3	0	0	0	4	3	1	808
Added	16	0	0	0	0	0	0	0	0	0	0	0	16
Total	669	78	11	0	55	3	0	0	0	4	3	1	824
#31 Laurel St. / Chestnut St.													
Base	32	21	57	160	38	57	60	635	21	37	575	96	1789
Added	0	0	0	0	0	2	3	7	0	0	5	0	17
Marine	0	0	0	0	0	0	0	7	0	0	0	0	7
Total	32	21	57	160	38	59	63	649	21	37	580	96	1813
#32 Water St. / River St.													
Base	123	309	334	185	266	32	44	557	68	281	629	209	3037
Added	0	0	0	0	0	0	0	7	0	0	5	0	12
Marine	0	0	0	0	0	0	0	11	0	0	5	0	16
Total	123	309	334	185	266	32	44	575	68	281	639	209	3065
#33 Ocean St. / Water St.													
Base	148	537	102	330	770	269	353	667	75	104	522	171	4048
Added	2	0	0	0	0	0	0	4	2	0	3	0	11
Marine	0	0	0	0	0	0	0	11	0	0	5	0	16
Total	150	537	102	330	770	269	353	682	77	104	530	171	4075

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#34 Water St. / Branciforte Ave.													
Base	186	244	42	39	126	82	267	791	237	75	1129	63	3281
Added	0	0	0	0	0	0	0	2	0	0	2	0	4
Total	186	244	42	39	126	82	267	793	237	75	1131	63	3285
#35 Soquel Ave. / Morrissey Blvd./ Water													
Base	23	156	27	260	182	485	447	1317	32	54	975	271	4229
Added	0	0	0	0	0	1	1	1	0	0	1	0	4
Total	23	156	27	260	182	486	448	1318	32	54	976	271	4233
#36 Soquel Ave. / Capitola Rd.													
Base	598	14	35	44	35	25	27	1011	878	67	604	26	3364
Added	0	0	0	0	0	0	0	1	0	0	1	0	2
Total	598	14	35	44	35	25	27	1012	878	67	605	26	3366
#37 Ocean St. / Soquel Ave.													
Base	56	432	112	312	731	144	138	545	154	88	343	138	3193
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	56	432	112	312	731	144	138	545	154	88	343	138	3193
#38 Seabright Ave. / Soquel Ave.													
Base	194	40	252	49	107	77	57	778	108	201	491	15	2369
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	194	40	252	49	107	77	57	778	108	201	491	15	2369
#39 Broadway / San Lorenzo Blvd.													
Base	364	0	48	0	0	0	0	553	507	0	476	0	1948
Added	2	0	0	0	0	0	0	4	3	0	3	0	12
Total	366	0	48	0	0	0	0	557	510	0	479	0	1960
#40 Seabright Ave. / Murray St.													
Base	49	89	106	307	105	42	55	717	3	43	441	198	2155
Added	0	0	0	0	0	0	0	2	0	0	1	0	3
Total	49	89	106	307	105	42	55	719	3	43	442	198	2158
#41 Heller / Koshland Extension													
Base	34	372	0	0	481	15	7	0	43	0	0	0	952
Added	28	0	0	0	0	0	0	0	38	0	0	0	66
Total	62	372	0	0	481	15	7	0	81	0	0	0	1018

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Campus Facilities / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 47 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume types (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.) and 4 rows of data.

Saturation Flow Module: Table with 13 columns for saturation flow values and 4 rows of data (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg) and 8 rows of data.

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hagar / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.825
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.9
 Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	27	2	4	0	2	396	266	264	23	9	296	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	2	4	0	2	396	266	264	23	9	296	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	2	4	0	2	396	266	264	23	9	296	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	33	2	5	0	2	478	321	319	28	11	357	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	2	5	0	2	478	321	319	28	11	357	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.:	33	2	5	0	2	478	321	319	28	11	357	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	1.00	0.87	0.87	0.95	0.99	0.99	0.95	1.00	1.00
Lanes:	0.82	0.06	0.12	0.00	0.01	0.99	1.00	0.92	0.08	1.00	0.99	0.01
Final Sat.:	1161	86	172	0	8	1637	1805	1727	150	1805	1885	13

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.00	0.29	0.29	0.18	0.18	0.18	0.01	0.19	0.19
Crit Moves:				****			****			****		
Green Time:	21.3	21.3	21.3	0.0	21.3	21.3	12.9	25.9	25.9	0.8	13.8	13.8
Volume/Cap:	0.08	0.08	0.08	0.00	0.82	0.82	0.82	0.43	0.43	0.43	0.82	0.82
Delay/Veh:	12.9	12.9	12.9	0.0	27.0	27.0	35.8	12.2	12.2	40.5	34.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	12.9	0.0	27.0	27.0	35.8	12.2	12.2	40.5	34.1	34.1
HCM2kAvg:	1	1	1	0	11	11	9	5	5	1	9	9

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Hagar / East Remote

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: C[22.7]

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	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	243	69	41	203	0	0	0	0	206	0	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:	0	243	69	41	203	0	0	0	0	206	0	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	243	69	41	203	0	0	0	0	206	0	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	299	85	50	250	0	0	0	0	253	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	299	85	50	250	0	0	0	0	253	0	57

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	384	xxxx	xxxxx	xxxx	xxxx	xxxxx	649	xxxx	299
Potent Cap.:	xxxx	xxxx	xxxxx	1186	xxxx	xxxxx	xxxx	xxxx	xxxxx	437	xxxx	745
Move Cap.:	xxxx	xxxx	xxxxx	1186	xxxx	xxxxx	xxxx	xxxx	xxxxx	423	xxxx	745
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.60	xxxx	0.08

Level of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.8	xxxx	0.2
Stopped Del:	xxxxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	25.5	xxxx	10.2
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	22.7		
ApproachLOS:	*	*	*	*	*	*	*	*	*	C		

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

Intersection #4 McLaughlin / Hagar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.922
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 31.3
Optimal Cycle: 0 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.) across 4 directions.

Saturation Flow Module: Table with 13 columns for saturation flow metrics (Adjustment, Lanes, Final Sat.) across 4 directions.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr.) across 4 directions.

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

 Intersection #5 Heller / McLaughlin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.641
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.0
 Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	59	186	21	80	0	0	0	0	197	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	59	186	21	80	0	0	0	0	197	0	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	59	186	21	80	0	0	0	0	197	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.65	0.55	0.55	0.64	0.55	0.65	0.65	0.65	0.65	0.55	0.65	0.64
PHF Volume:	0	108	340	33	146	0	0	0	0	360	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	108	340	33	146	0	0	0	0	360	0	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	108	340	33	146	0	0	0	0	360	0	45

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.24	0.76	0.18	0.82	0.00	0.00	0.00	0.00	0.89	0.00	0.11
Final Sat.:	0	172	543	108	487	0	0	0	0	562	0	70

Capacity Analysis Module:

Vol/Sat:	xxxx	0.63	0.63	0.30	0.30	xxxx	xxxx	xxxx	xxxx	0.64	xxxx	0.64
Crit Moves:			***		***					***		
Delay/Veh:	0.0	15.0	15.0	10.9	10.9	0.0	0.0	0.0	0.0	16.9	0.0	16.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.0	15.0	10.9	10.9	0.0	0.0	0.0	0.0	16.9	0.0	16.9
LOS by Move:	*	C	C	B	B	*	*	*	*	C	*	C
ApproachDel:		15.0			10.9		xxxxxx				16.9	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		15.0			10.9		xxxxxx				16.9	
LOS by Appr:		C			B			*			C	

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

Intersection #6 Heller / Meyer

Cycle (sec): 100 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 0 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 1 0 0

Volume Module:
Base Vol: 0 195 50 19 293 0 0 0 0 117 0 26
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 195 50 19 293 0 0 0 0 117 0 26
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 195 50 19 293 0 0 0 0 117 0 26
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.61 0.55 0.61 0.55 0.55 0.61 0.61 0.61 0.61 0.61 0.61 0.55
PHF Volume: 0 355 82 35 533 0 0 0 0 191 0 47
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 355 82 35 533 0 0 0 0 191 0 47
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 355 82 35 533 0 0 0 0 191 0 47

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.81 0.19 0.06 0.94 0.00 0.00 0.00 0.00 0.80 0.00 0.20
Final Sat.: 0 539 124 41 636 0 0 0 0 437 0 108

Capacity Analysis Module:
Vol/Sat: xxxx 0.66 0.66 0.84 0.84 xxxx xxxx xxxx xxxx 0.44 xxxx 0.44
Crit Moves: **** **** ****
Delay/Veh: 0.0 17.4 17.4 28.5 28.5 0.0 0.0 0.0 0.0 13.4 0.0 13.4
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 17.4 17.4 28.5 28.5 0.0 0.0 0.0 0.0 13.4 0.0 13.4
LOS by Move: * C C D D * * * * B * B
ApproachDel: 17.4 28.5 xxxxxx 13.4
Delay Adj: 1.00 1.00 xxxxxx 1.00
ApprAdjDel: 17.4 28.5 xxxxxx 13.4
LOS by Appr: C D * B

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #7 Highway 1 / Western

Cycle (sec): 100 Critical Vol./Cap. (X): 0.690
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.4
 Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	23	69	79	164	79	18	17	405	18	34	373	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	69	79	164	79	18	17	405	18	34	373	201
Added Vol:	0	1	0	2	2	1	1	0	0	0	0	1
Marine Labs:	24	36	0	0	14	0	2	0	0	20	0	0
Initial Fut:	47	106	79	166	95	19	20	405	18	54	373	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	50	113	84	177	101	20	21	431	19	57	397	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	113	84	177	101	20	21	431	19	57	397	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	113	84	177	101	20	21	431	19	57	397	215

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.61	0.61	0.61	0.95	0.99	0.99	0.95	0.95	0.95
Lanes:	0.20	0.46	0.34	0.59	0.34	0.07	1.00	0.96	0.04	1.00	0.65	0.35
Final Sat.:	327	738	550	692	396	79	1805	1808	80	1805	1167	632

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.15	0.26	0.26	0.26	0.01	0.24	0.24	0.03	0.34	0.34
Crit Moves:				****			****			****		
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	1.7	45.0	45.0	6.0	49.3	49.3
Volume/Cap:	0.41	0.41	0.41	0.69	0.69	0.69	0.69	0.53	0.53	0.53	0.69	0.69
Delay/Veh:	23.9	23.9	23.9	31.3	31.3	31.3	98.9	20.5	20.5	50.5	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	23.9	23.9	31.3	31.3	31.3	98.9	20.5	20.5	50.5	21.8	21.8
HCM2kAvg:	6	6	6	13	13	13	2	10	10	3	15	15

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Empire Grade / Western

Average Delay (sec/veh): 33.5 Worst Case Level Of Service: F[212.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module table with 13 columns and 3 rows including Critical Gp, FollowUpTim, and Capacity Module.

Capacity Module table with 13 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 13 columns and 10 rows including Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Empire Grade/Heller

Average Delay (sec/veh): 36.2 Worst Case Level Of Service: F[79.9]

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	1	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	470	0	24	13	65	0	0	136	383
Growth Adj:	1.00	1.00	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	470	0	24	13	65	0	0	136	383
Added Vol:	0	0	0	81	0	2	2	0	0	0	0	58
Marine Labs:	0	0	0	0	0	0	0	12	0	0	32	0
Initial Fut:	0	0	0	551	0	26	15	77	0	0	168	441
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	0	0	694	0	33	19	97	0	0	212	555
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	694	0	33	19	97	0	0	212	555

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	346	xxxx	212	767	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	654	xxxx	834	856	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	643	xxxx	834	856	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.08	xxxx	0.04	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	19.6	xxxx	0.1	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	83.3	xxxx	9.5	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	F	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			79.9			xxxxxxx			xxxxxxx		
ApproachLOS:	*			F			*			*		

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 High / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.715
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 53 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 8 rows showing Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Iowa / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.493

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.9

Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	56	646	34	19	948	49	52	30	57	47	39	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	646	34	19	948	49	52	30	57	47	39	16
Added Vol:	0	35	0	0	48	2	2	0	0	0	0	0
Marine Labs:	0	7	0	0	4	0	0	0	0	0	0	0
Initial Fut:	56	688	34	19	1000	51	54	30	57	47	39	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	64	784	39	22	1140	58	62	34	65	54	44	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	784	39	22	1140	58	62	34	65	54	44	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.:	64	784	39	22	1140	58	62	34	65	54	44	18

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.74	0.74	0.85	0.77	0.77	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.64	0.36	1.00	0.55	0.45	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	905	503	1615	801	664	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.22	0.02	0.01	0.32	0.04	0.07	0.07	0.04	0.07	0.07	0.01
Crit Moves:	****				****			****				
Green Time:	5.7	54.0	54.0	3.0	51.2	51.2	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.49	0.32	0.04	0.32	0.49	0.06	0.49	0.49	0.29	0.49	0.49	0.08
Delay/Veh:	38.7	5.5	4.3	40.3	7.7	5.4	33.9	33.9	31.7	33.7	33.7	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	5.5	4.3	40.3	7.7	5.4	33.9	33.9	31.7	33.7	33.7	30.2
HCM2kAvg:	2	4	0	1	8	1	4	4	2	4	4	0

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 Escalona / Bay

Average Delay (sec/veh): 21.5 Worst Case Level Of Service: F[242.9]

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!0	0	0	1	0	1	0	0	1	0	0	1!0	0

Volume Module:

Base Vol:	53	637	10	137	689	29	16	17	44	7	16	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	637	10	137	689	29	16	17	44	7	16	79
Added Vol:	0	35	0	0	48	0	0	0	0	0	0	0
Marine Labs:	0	17	2	0	4	0	0	0	0	1	0	0
Initial Fut:	53	689	12	137	741	29	16	17	44	8	16	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	59	763	13	152	821	32	18	19	49	9	18	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	59	763	13	152	821	32	18	19	49	9	18	87

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:

Cnflct Vol:	853	xxxx	xxxxx	776	xxxx	xxxxx	2064	2018	821	2061	2043	770
Potent Cap.:	795	xxxx	xxxxx	849	xxxx	xxxxx	41	59	378	41	57	404
Move Cap.:	795	xxxx	xxxxx	849	xxxx	xxxxx	18	45	378	20	43	404
Volume/Cap:	0.07	xxxx	xxxx	0.18	xxxx	xxxx	0.99	0.42	0.13	0.45	0.41	0.22

Level Of Service Module:

Queue:	0.2	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxxx	xxxx	xxxxxx
Stopped Del:	9.9	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxxx	xxxx	15.9	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	B	*	*	*	*	C	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	26	xxxx	xxxxxx	xxxx	106	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.4	xxxx	xxxxxx	xxxxxx	7.0	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	545.6	xxxx	xxxxxx	xxxxxx	185	xxxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			242.9			184.6		
ApproachLOS:		*			*		F			F		

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 King / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 1.160
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 44.5
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume categories and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis and 8 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

```

*****
Intersection #14 Mission / Bay
*****
Cycle (sec):      100          Critical Vol./Cap. (X):      1.222
Loss Time (sec):  16 (Y+R = 4 sec) Average Delay (sec/veh):    139.5
Optimal Cycle:   180          Level Of Service:          F
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:      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 0 0 0 0
Lanes:        1 0 0 1 0 1 0 1 0 0 1 0 1 1 0 0
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:      84 175 47 312 199 144 184 1186 83 216 1217 186
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   84 175 47 312 199 144 184 1186 83 216 1217 186
Added Vol:     0 5 0 29 6 1 1 0 0 0 0 0 21
Marine Labs:  0 0 16 0 0 6 11 131 0 9 42 0
Initial Fut:   84 180 63 341 205 151 196 1317 83 225 1259 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:      0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume:   92 196 69 371 223 164 214 1435 90 245 1371 225
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  92 196 69 371 223 164 214 1435 90 245 1371 225
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:   92 196 69 371 223 164 214 1435 90 245 1371 225
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:   0.95 0.96 0.96 0.94 0.94 0.94 0.95 0.94 0.94 0.95 0.93 0.93
Lanes:        1.00 0.74 0.26 1.32 0.39 0.29 1.00 1.88 0.12 1.00 1.72 0.28
Final Sat.:   1805 1353 473 2374 698 514 1805 3365 212 1805 3035 499
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.05 0.14 0.14 0.16 0.32 0.32 0.12 0.43 0.43 0.14 0.45 0.45
Crit Moves:   ****          ****          ****          ****
Green Time:   11.9 11.9 11.9 26.2 26.2 26.2 9.5 34.9 34.9 11.1 36.4 36.4
Volume/Cap:   0.43 1.22 1.22 0.60 1.22 1.22 1.24 1.22 1.22 1.22 1.24 1.24
Delay/Veh:    42.3 178 178.3 33.1 151 151.0 192.8 140 140.1 180.8 147 146.6
User DelAdj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   42.3 178 178.3 33.1 151 151.0 192.8 140 140.1 180.8 147 146.6
HCM2kAvg:     3 17 17 8 34 34 15 43 43 16 46 46
*****

```

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Bay / California

Average Delay (sec/veh): 12.7 Worst Case Level Of Service: F[56.1]

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	1	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	303	221	71	353	0	0	0	0	189	0	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	303	221	71	353	0	0	0	0	189	0	85
Added Vol:	0	4	0	0	6	0	0	0	0	0	0	0
Marine Labs:	0	16	0	0	9	0	0	0	0	0	0	0
Initial Fut:	0	323	221	71	368	0	0	0	0	189	0	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	330	226	72	376	0	0	0	0	193	0	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	330	226	72	376	0	0	0	0	193	0	87

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	555	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	963	xxxx	442
Potent Cap.:	xxxx	xxxx	xxxxxx	1025	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	286	xxxx	619
Move Cap.:	xxxx	xxxx	xxxxxx	1025	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	270	xxxx	619
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.71	xxxx	0.14

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	8.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	327	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	7.7	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	8.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	56.1	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			56.1		
ApproachLOS:	*			*			*			F		

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

 Intersection #16 Bay / West Clif

Cycle (sec): 100 Critical Vol./Cap. (X): 0.917
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 37.9
 Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	342	0	75	55	392	0	0	435	395
Growth Adj:	1.00	1.00	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	342	0	75	55	392	0	0	435	395
Added Vol:	0	0	0	6	0	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	348	0	75	55	392	0	0	435	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	371	0	80	59	418	0	0	464	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	371	0	80	59	418	0	0	464	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	371	0	80	59	418	0	0	464	426

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.12	0.88	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	453	0	531	64	456	0	0	513	569

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.82	xxxx	0.15	0.92	0.92	xxxx	xxxx	0.90	0.75
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	36.7	0.0	10.6	47.4	47.4	0.0	0.0	45.4	25.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.7	0.0	10.6	47.4	47.4	0.0	0.0	45.4	25.1
LOS by Move:	*	*	*	E	*	B	E	E	*	*	E	D
ApproachDel:	xxxxxx			32.1			47.4			35.7		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			32.1			47.4			35.7		
LOS by Appr:	*			D			E			E		

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.987
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 46.4
 Optimal Cycle: 167 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	1	1	0	1

Volume Module:

Base Vol:	298	190	37	35	216	13	15	1028	321	59	1121	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	190	37	35	216	13	15	1028	321	59	1121	45
Added Vol:	7	0	0	0	0	0	0	19	10	0	14	0
Marine Labs:	0	0	0	0	0	0	0	141	7	0	78	0
Initial Fut:	305	190	37	35	216	13	15	1188	338	59	1213	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	324	202	39	37	230	14	16	1264	360	63	1290	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	202	39	37	230	14	16	1264	360	63	1290	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	324	202	39	37	230	14	16	1264	360	63	1290	48

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.99	0.99	0.99	0.95	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	0.84	0.16	0.13	0.82	0.05	1.00	1.56	0.44	1.00	1.93	0.07
Final Sat.:	1805	1552	302	248	1533	92	1805	2718	773	1805	3463	128

Capacity Analysis Module:

Vol/Sat:	0.18	0.13	0.13	0.15	0.15	0.15	0.01	0.47	0.47	0.03	0.37	0.37
Crit Moves:	****					****		****		****		
Green Time:	18.2	18.2	18.2	15.2	15.2	15.2	1.2	47.1	47.1	3.5	49.4	49.4
Volume/Cap:	0.99	0.72	0.72	0.99	0.99	0.99	0.75	0.99	0.99	0.99	0.75	0.75
Delay/Veh:	86.9	45.6	45.6	92.1	92.1	92.1	138.1	45.4	45.4	156.5	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	45.6	45.6	92.1	92.1	92.1	138.1	45.4	45.4	156.5	22.2	22.2
HCM2kAvg:	16	8	8	14	14	14	2	32	32	5	18	18

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Mission / Walnut

Cycle (sec): 100 Critical Vol./Cap. (X): 0.701
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 59 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase/Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 8 rows showing Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #19 Mission / King-Union

Cycle (sec): 120 Critical Vol./Cap. (X): 0.819
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 114.6
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			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	1	0	1! 0 0	0	1	0 1 0	1	0	1 1 0

Volume Module:

Base Vol:	2	6	11	929	1	7	2	1330	2	30	1338	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	11	929	1	7	2	1330	2	30	1338	204
Added Vol:	0	0	0	31	0	0	0	19	0	0	14	7
Marine Labs:	0	0	0	0	0	0	0	137	0	0	65	0
Initial Fut:	2	6	11	960	1	7	2	1486	2	30	1417	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	2	6	11	983	1	7	2	1521	2	31	1450	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	6	11	983	1	7	2	1521	2	31	1450	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	6	11	983	1	7	2	1521	2	31	1450	216

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.95	0.91	0.91	0.91	0.95	0.93	0.93
Lanes:	0.10	0.32	0.58	1.98	0.01	0.01	0.00	1.99	0.01	1.00	1.74	0.26
Final Sat.:	183	550	1009	3588	4	26	5	3438	5	1805	3082	459

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.27	0.28	0.28	0.44	0.44	0.44	0.02	0.47	0.47
Crit Moves:			****			****					****	
Green Time:	1.0	1.0	1.0	25.5	25.5	25.5	40.9	40.9	40.9	43.5	84.4	84.4
Volume/Cap:	1.30	1.30	1.30	1.29	1.30	1.30	1.30	1.30	1.30	0.05	0.67	0.67
Delay/Veh:	399.5	399	399.5	186.1	191	190.7	179.9	180	179.9	24.8	10.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	399.5	399	399.5	186.1	191	190.7	179.9	180	179.9	24.8	10.7	10.7
HCM2kAvg:	3	3	3	35	36	36	53	53	53	1	17	17

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 0.987
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 45.5
 Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	10	0	0	60	60	0	0	0	0
Lanes:	1	0	1	1	0	2	1	1	1	0	1	1

Volume Module:

Base Vol:	125	325	37	51	399	1671	1412	533	105	12	467	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	325	37	51	399	1671	1412	533	105	12	467	56
Added Vol:	2	0	0	0	0	30	42	7	2	0	5	0
Marine Labs:	0	13	2	0	7	70	127	9	0	0	5	0
Initial Fut:	127	338	39	51	406	1771	1581	549	107	12	477	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	136	362	42	55	435	1898	1695	588	115	13	511	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	362	42	55	435	1898	1695	588	115	13	511	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	136	362	42	55	435	1898	1695	588	115	13	511	60

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.75	0.92	0.92	0.85	0.95	0.95	0.85
Lanes:	1.00	1.79	0.21	1.00	2.00	2.00	2.00	1.00	1.00	0.05	1.95	1.00
Final Sat.:	1805	3188	368	1805	3610	2842	3480	1740	1615	89	3518	1615

Capacity Analysis Module:

Vol/Sat:	0.08	0.11	0.11	0.03	0.12	0.67	0.49	0.34	0.07	0.15	0.15	0.04
Crit Moves:	****					****	****			****		
Green Time:	9.3	17.3	17.3	12.7	20.7	80.7	60.0	60.0	60.0	18.0	18.0	30.7
Volume/Cap:	0.97	0.79	0.79	0.29	0.70	0.99	0.97	0.68	0.14	0.97	0.97	0.15
Delay/Veh:	122.2	57.4	57.4	50.3	50.2	38.1	42.2	23.2	16.2	82.2	82.2	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.2	57.4	57.4	50.3	50.2	38.1	42.2	23.2	16.2	82.2	82.2	34.7
HCM2kAvg:	9	9	9	2	9	42	38	17	2	14	14	2

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 0.983
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 67.3
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	3	0	3	0

Volume Module:

Base Vol:	125	257	407	715	257	143	223	1591	126	412	1607	497
Growth Adj:	1.00	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	257	407	715	257	143	223	1591	126	412	1607	497
Added Vol:	0	0	0	0	0	3	4	37	0	0	27	0
Marine Labs:	0	0	0	0	0	4	7	134	0	0	74	0
Initial Fut:	125	257	407	715	257	150	234	1762	126	412	1708	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	134	276	437	768	276	161	251	1893	135	443	1835	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	276	437	768	276	161	251	1893	135	443	1835	534
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	276	437	768	276	161	251	1893	135	443	1835	534

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.92	1.00	0.85	0.95	0.91	0.85	0.92	0.91	0.85
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1805	1900	2842	3502	1900	1615	1805	5187	1615	3502	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.15	0.15	0.22	0.15	0.10	0.14	0.36	0.08	0.13	0.35	0.33
Crit Moves:			****	****			****			****		
Green Time:	21.1	21.1	21.1	30.1	30.1	30.1	19.1	50.3	50.3	17.4	48.6	48.6
Volume/Cap:	0.48	0.93	0.98	0.98	0.65	0.45	0.98	0.98	0.22	0.98	0.98	0.92
Delay/Veh:	53.1	90.0	94.7	79.9	51.2	46.1	109.0	57.6	29.2	95.4	59.6	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	90.0	94.7	79.9	51.2	46.1	109.0	57.6	29.2	95.4	59.6	61.0
HCM2kAvg:	6	15	13	22	11	6	15	31	4	14	31	25

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 High / Storey

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[14.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 13 columns for Critical Gap and FollowUpTim values.

Capacity Module:

Table with 13 columns for Capacity components like Cnflct Vol, Potent Cap., Move Cap., etc.

Level of Service Module:

Table with 13 columns for Level of Service components like Queue, Stopped Del, LOS by Move, etc.

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 1.064
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 48.4
 Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	515	0	14	13	247	0	0	217	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	515	0	14	13	247	0	0	217	26
Added Vol:	0	0	0	22	0	0	0	10	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	537	0	14	13	257	0	0	224	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	582	0	15	14	279	0	0	243	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	582	0	15	14	279	0	0	243	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.:	0	0	0	582	0	15	14	279	0	0	243	28

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.05	0.95	0.00	0.00	0.90	0.10
Final Sat.:	0	0	0	547	0	668	27	542	0	0	512	59

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	1.06	xxxx	0.02	0.51	0.51	xxxx	xxxx	0.47	0.47
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	81.7	0.0	8.2	15.6	15.6	0.0	0.0	14.7	14.7
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:	0.0	0.0	0.0	81.7	0.0	8.2	15.6	15.6	0.0	0.0	14.7	14.7
LOS by Move:	*	*	*	F	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx			79.8			15.6			14.7		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			79.8			15.6			14.7		
LOS by Appr:	*			F			C			B		

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Mission / King (West)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: D[25.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module table with 13 columns and 2 rows including Critical Gp and FollowUpTim.

Capacity Module table with 13 columns and 4 rows including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with 13 columns and 10 rows including Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Mission / Almar-Younglove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.875
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.4
Optimal Cycle: 107 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume components and 13 rows for various adjustments like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green Time, etc.

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #26 Highway 1 / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.3
 Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	87	43	273	65	15	2	8	582	75	232	465	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:	87	43	273	65	15	2	8	582	75	232	465	69
Added Vol:	0	0	0	0	0	0	0	2	0	0	1	0
Marine Labs:	0	0	53	0	0	0	0	36	0	29	20	0
Initial Fut:	87	43	326	65	15	2	8	620	75	261	486	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	91	45	340	68	16	2	8	646	78	272	506	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	45	340	68	16	2	8	646	78	272	506	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	45	340	68	16	2	8	646	78	272	506	72

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.85	0.71	0.71	0.85	0.95	0.93	0.93	0.95	0.93	0.93
Lanes:	0.67	0.33	1.00	0.81	0.19	1.00	1.00	1.78	0.22	1.00	1.75	0.25
Final Sat.:	960	474	1615	1102	254	1615	1805	3169	383	1805	3101	440

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.21	0.06	0.06	0.00	0.00	0.20	0.20	0.15	0.16	0.16
Crit Moves:	****						****			****		
Green Time:	32.8	32.8	32.8	32.8	32.8	32.8	1.5	31.8	31.8	23.5	53.7	53.7
Volume/Cap:	0.29	0.29	0.64	0.19	0.19	0.00	0.30	0.64	0.64	0.64	0.30	0.30
Delay/Veh:	25.3	25.3	31.3	24.3	24.3	22.6	54.9	30.5	30.5	37.8	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	25.3	31.3	24.3	24.3	22.6	54.9	30.5	30.5	37.8	12.9	12.9
HCM2kAvg:	4	4	10	3	3	0	1	10	10	9	5	5

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

 Intersection #27 Delaware / Almar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.900
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.7
 Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	8	88	25	34	105	43	45	365	7	17	169	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	88	25	34	105	43	45	365	7	17	169	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	0	0	30	0	54	41	0	0	24	0
Initial Fut:	8	88	25	34	135	43	99	406	7	17	193	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	9	98	28	38	150	48	110	452	8	19	215	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	98	28	38	150	48	110	452	8	19	215	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	98	28	38	150	48	110	452	8	19	215	66

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.73	0.21	0.16	0.64	0.20	0.19	0.80	0.01	0.06	0.72	0.22
Final Sat.:	32	355	101	84	333	106	122	502	9	36	412	126

Capacity Analysis Module:

Vol/Sat:	0.28	0.28	0.28	0.45	0.45	0.45	0.90	0.90	0.90	0.52	0.52	0.52
Crit Moves:	****			****			****			****		
Delay/Veh:	11.9	11.9	11.9	14.0	14.0	14.0	37.5	37.5	37.5	14.5	14.5	14.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	11.9	14.0	14.0	14.0	37.5	37.5	37.5	14.5	14.5	14.5
LOS by Move:	B	B	B	B	B	B	E	E	E	B	B	B
ApproachDel:	11.9			14.0			37.5			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.9			14.0			37.5			14.5		
LOS by Appr:	B			B			E			B		

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

Intersection #28 Delaware / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 0.980
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 36.6
Optimal Cycle: 0 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of data including Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns and 3 rows of data including Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 12 rows of data including Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

Intersection #29 Lincoln St. / Chestnut St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns for different volume types (Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol).

Saturation Flow Module: Table with 12 columns for adjustment factors, lane saturation, and final saturation values.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

 Intersection #30 Highland Ave. / High St.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.297
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 146.3
 Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	0 1 0	0	0	0 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	653	78	11	0	55	3	0	0	0	4	3	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	653	78	11	0	55	3	0	0	0	4	3	1
Added Vol:	16	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	669	78	11	0	55	3	0	0	0	4	3	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.68	0.68	0.68	0.76	0.76	0.76	1.00	1.00	1.00	0.67	0.67	0.67
PHF Volume:	985	115	16	0	72	4	0	0	0	6	4	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	985	115	16	0	72	4	0	0	0	6	4	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.:	985	115	16	0	72	4	0	0	0	6	4	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:	0.89	0.10	0.01	0.00	0.95	0.05	0.00	0.00	0.00	0.50	0.37	0.13
Final Sat.:	760	89	12	0	725	40	0	0	0	306	230	77

Capacity Analysis Module:

Vol/Sat:	1.30	1.30	1.30	xxxx	0.10	0.10	xxxx	xxxx	xxxx	0.02	0.02	0.02
Crit Moves:	****			****						****		
Delay/Veh:	157.2	157	157.2	0.0	8.2	8.2	0.0	0.0	0.0	8.9	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	157.2	157	157.2	0.0	8.2	8.2	0.0	0.0	0.0	8.9	8.9	8.9
LOS by Move:	F	F	F	*	A	A	*	*	*	A	A	A
ApproachDel:	157.2			8.2			xxxxxxx			8.9		
Delay Adj:	1.00			1.00			xxxxxxx			1.00		
ApprAdjDel:	157.2			8.2			xxxxxxx			8.9		
LOS by Appr:	F			A			*			A		

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Laurel St. / Chestnut St.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.671
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 41 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume metrics (Base Vol, Growth Adj, Initial Bse, etc.) and 4 columns for the four directions.

Saturation Flow Module: Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 columns for the four directions.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green Time, etc.) and 4 columns for the four directions.

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Water St. / River St.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.892
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 41.2
Optimal Cycle: 107 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume components and 13 rows for various adjustments and final volumes.

Saturation Flow Module: Table with 13 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #33 Ocean St. / Water St.

Cycle (sec): 120 Critical Vol./Cap. (X): 0.769
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 42.1
 Optimal Cycle: 85 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Ovl					Include					Ovl				
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10		
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	148	537	102	330	770	269	353	667	75	104	522	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	537	102	330	770	269	353	667	75	104	522	171
Added Vol:	2	0	0	0	0	0	0	4	2	0	3	0
Marine Labs:	0	0	0	0	0	0	0	11	0	0	5	0
Initial Fut:	150	537	102	330	770	269	353	682	77	104	530	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	166	594	113	365	852	298	390	754	85	115	586	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	594	113	365	852	298	390	754	85	115	586	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	166	594	113	365	852	298	390	754	85	115	586	189

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	3195	361	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.16	0.07	0.20	0.24	0.18	0.11	0.24	0.24	0.06	0.16	0.12
Crit Moves:	****			****			****			****		
Green Time:	16.0	25.7	25.7	31.6	41.2	60.2	19.0	36.8	36.8	9.9	27.7	59.3
Volume/Cap:	0.69	0.77	0.33	0.77	0.69	0.37	0.70	0.77	0.77	0.77	0.70	0.24
Delay/Veh:	57.7	49.1	40.4	48.4	35.5	18.5	51.8	41.1	41.1	75.1	45.1	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	49.1	40.4	48.4	35.5	18.5	51.8	41.1	41.1	75.1	45.1	17.6
HCM2kAvg:	7	12	4	15	14	7	8	16	16	6	11	4

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #34 Water St. / Branciforte Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 1.006
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 53.2
 Optimal Cycle: 164 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1

Volume Module:

Base Vol:	186	244	42	39	126	82	267	791	237	75	1129	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:	186	244	42	39	126	82	267	791	237	75	1129	63
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	244	42	39	126	82	267	793	237	75	1131	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	220	288	50	46	149	97	315	936	280	89	1335	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	288	50	46	149	97	315	936	280	89	1335	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	220	288	50	46	149	97	315	936	280	89	1335	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.94	0.94
Lanes:	1.00	0.85	0.15	1.00	0.61	0.39	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1805	1585	273	1805	1083	705	1805	3610	1615	1805	3392	189

Capacity Analysis Module:

Vol/Sat:	0.12	0.18	0.18	0.03	0.14	0.14	0.17	0.26	0.17	0.05	0.39	0.39
Crit Moves:	****				****		****				****	
Green Time:	10.9	16.2	16.2	7.0	12.3	12.3	15.6	39.1	50.0	11.7	35.2	35.2
Volume/Cap:	1.01	1.01	1.01	0.33	1.01	1.01	1.01	0.60	0.31	0.38	1.01	1.01
Delay/Veh:	102.1	89.1	89.1	40.6	98.0	98.0	89.6	20.1	11.0	36.8	52.9	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.1	89.1	89.1	40.6	98.0	98.0	89.6	20.1	11.0	36.8	52.9	52.9
HCM2kAvg:	11	15	15	2	12	12	15	10	4	3	27	27

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #35 Soquel Ave. / Morrissey Blvd./ Water

Cycle (sec): 85 Critical Vol./Cap. (X): 1.008
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 46.6
 Optimal Cycle: 170 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0	0	1 0 0	1	0	1 0 1	2	0	1 1 0	1	0	1 1 0

Volume Module:

Base Vol:	23	156	27	260	182	485	447	1317	32	54	975	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	156	27	260	182	485	447	1317	32	54	975	271
Added Vol:	0	0	0	0	0	1	1	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	156	27	260	182	486	448	1318	32	54	976	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	25	172	30	286	200	535	493	1452	35	59	1075	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	172	30	286	200	535	493	1452	35	59	1075	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	172	30	286	200	535	493	1452	35	59	1075	298

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.72	1.00	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.11	0.76	0.13	1.00	1.00	1.00	2.00	1.95	0.05	1.00	1.57	0.43
Final Sat.:	199	1352	234	1360	1900	1615	3502	3510	85	1805	2732	759

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.13	0.21	0.11	0.33	0.14	0.41	0.41	0.03	0.39	0.39
Crit Moves:						****	****			****		
Green Time:	27.9	27.9	27.9	27.9	27.9	27.9	11.9	37.6	37.6	7.5	33.2	33.2
Volume/Cap:	0.39	0.39	0.39	0.64	0.32	1.01	1.01	0.94	0.94	0.37	1.01	1.01
Delay/Veh:	22.4	22.4	22.4	27.4	21.7	69.6	79.3	33.3	33.3	38.0	52.3	52.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	22.4	27.4	21.7	69.6	79.3	33.3	33.3	38.0	52.3	52.3
HCM2kAvg:	5	5	5	10	4	21	12	24	24	2	26	26

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #36 Soquel Ave. / Capitola Rd.

Cycle (sec): 90 Critical Vol./Cap. (X): 1.017
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 58.0
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Split Phase			Split Phase			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10								
Lanes:	1	1	0	0	1	0	0	1	0	0	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	598	14	35	44	35	25	27	1011	878	67	604	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	598	14	35	44	35	25	27	1011	878	67	604	26
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	598	14	35	44	35	25	27	1012	878	67	605	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.77	0.77	0.77	0.94	0.94	0.94	0.95	0.95	0.95
PHF Volume:	666	16	39	57	46	33	29	1078	935	71	638	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	666	16	39	57	46	33	29	1078	935	71	638	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	666	16	39	57	46	33	29	1078	935	71	638	27

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.94	0.94
Lanes:	1.95	0.05	1.00	0.42	0.34	0.24	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	3539	83	1615	762	606	433	1805	3610	1615	1805	3440	148

Capacity Analysis Module:

Vol/Sat:	0.19	0.19	0.02	0.08	0.08	0.08	0.02	0.30	0.58	0.04	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	15.0	15.0	15.0	10.0	10.0	10.0	15.7	46.0	46.0	7.0	37.4	37.4
Volume/Cap:	1.13	1.13	0.15	0.68	0.68	0.68	0.09	0.58	1.13	0.50	0.45	0.45
Delay/Veh:	116.2	116	32.3	47.4	47.4	47.4	31.3	15.8	96.3	42.7	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.2	116	32.3	47.4	47.4	47.4	31.3	15.8	96.3	42.7	19.1	19.1
HCM2kAvg:	19	19	1	5	5	5	1	11	43	3	7	7

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #37 Ocean St. / Soquel Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 35.3
 Optimal Cycle: 72 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10		
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	56	432	112	312	731	144	138	545	154	88	343	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	432	112	312	731	144	138	545	154	88	343	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	432	112	312	731	144	138	545	154	88	343	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	63	482	125	348	816	161	154	608	172	98	383	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	482	125	348	816	161	154	608	172	98	383	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	482	125	348	816	161	154	608	172	98	383	154

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.56	0.44	1.00	1.43	0.57
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	2722	769	1805	2464	991

Capacity Analysis Module:

Vol/Sat:	0.03	0.13	0.08	0.19	0.23	0.10	0.09	0.22	0.22	0.05	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	10.7	18.6	18.6	26.8	34.6	34.6	13.7	31.1	31.1	7.6	24.9	24.9
Volume/Cap:	0.32	0.72	0.42	0.72	0.65	0.29	0.62	0.72	0.72	0.72	0.62	0.62
Delay/Veh:	42.2	42.1	36.9	38.4	28.8	24.0	45.6	33.0	33.0	62.1	34.8	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	42.1	36.9	38.4	28.8	24.0	45.6	33.0	33.0	62.1	34.8	34.8
HCM2kAvg:	2	8	4	12	11	4	6	12	12	5	8	8

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #38 Seabright Ave. / Soquel Ave.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.992
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 53.2
 Optimal Cycle: 104 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10	7	10	10	7	10	10		
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	1	0	1	1	0	1		

Volume Module:

Base Vol:	194	40	252	49	107	77	57	778	108	201	491	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	40	252	49	107	77	57	778	108	201	491	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	40	252	49	107	77	57	778	108	201	491	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	218	45	283	55	120	87	64	875	121	226	552	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	45	283	55	120	87	64	875	121	226	552	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.:	218	45	283	55	120	87	64	875	121	226	552	17

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.95	0.95	0.95	0.95	0.93	0.93	0.95	0.95	0.95
Lanes:	0.83	0.17	1.00	0.21	0.46	0.33	1.00	1.76	0.24	1.00	1.94	0.06
Final Sat.:	1512	312	1615	378	825	594	1805	3113	432	1805	3489	107

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.18	0.15	0.15	0.15	0.04	0.28	0.28	0.13	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	10.3	10.3	10.3	10.0	10.0	10.0	9.8	16.4	16.4	7.3	14.0	14.0
Volume/Cap:	0.84	0.84	1.03	0.88	0.88	0.88	0.22	1.03	1.03	1.03	0.68	0.68
Delay/Veh:	42.7	42.7	86.2	48.1	48.1	48.1	22.2	57.7	57.7	94.2	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	42.7	86.2	48.1	48.1	48.1	22.2	57.7	57.7	94.2	23.3	23.3
HCM2kAvg:	8	8	11	8	8	8	1	17	17	10	6	6

 2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #39 Broadway / San Lorenzo Blvd.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.601
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 9.1
 Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	0
Lanes:	1	0	0	0	0	0	0	0	1	0	0	2

Volume Module:

Base Vol:	364	0	48	0	0	0	0	553	507	0	476	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	0	48	0	0	0	0	553	507	0	476	0
Added Vol:	2	0	0	0	0	0	0	4	3	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	366	0	48	0	0	0	0	557	510	0	479	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	384	0	50	0	0	0	0	585	536	0	503	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	0	50	0	0	0	0	585	536	0	503	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.:	384	0	50	0	0	0	0	585	536	0	503	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1615	0	3610	0

Capacity Analysis Module:

Vol/Sat:	0.21	0.00	0.03	0.00	0.00	0.00	0.00	0.31	0.33	0.00	0.14	0.00
Crit Moves:	****			****								
Green Time:	21.3	0.0	21.3	0.0	0.0	0.0	0.0	30.7	52.0	0.0	30.7	0.0
Volume/Cap:	0.60	0.00	0.09	0.00	0.00	0.00	0.00	0.60	0.38	0.00	0.27	0.00
Delay/Veh:	17.5	0.0	13.0	0.0	0.0	0.0	0.0	11.4	1.0	0.0	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	0.0	13.0	0.0	0.0	0.0	0.0	11.4	1.0	0.0	8.4	0.0
HCM2kAvg:	7	0	1	0	0	0	0	8	2	0	3	0

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Seabright Ave. / Murray St.

Cycle (sec): 80 Critical Vol./Cap. (X): 0.965
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 66.5
Optimal Cycle: 124 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 PM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 Heller / Koshland Extension

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[14.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 0.981
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 43.8
 Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	10	0	0	60	60	0	0	0	0
Lanes:	1	0	1	1	0	2	1	1	1	0	1	1

Volume Module:

Base Vol:	95	432	25	93	308	1740	1575	411	46	8	381	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	432	25	93	308	1740	1575	411	46	8	381	90
Added Vol:	1	0	0	0	0	22	16	2	1	0	4	0
Marine Labs:	0	6	1	0	12	111	62	0	0	1	8	0
Initial Fut:	96	438	26	93	320	1873	1653	413	47	9	393	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	103	469	28	100	343	2008	1772	443	50	10	421	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	469	28	100	343	2008	1772	443	50	10	421	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.:	103	469	28	100	343	2008	1772	443	50	10	421	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.75	0.91	0.91	0.85	0.95	0.95	0.85
Lanes:	1.00	1.89	0.11	1.00	2.00	2.00	2.00	1.00	1.00	0.04	1.96	1.00
Final Sat.:	1805	3380	201	1805	3610	2842	3473	1736	1615	81	3526	1615

Capacity Analysis Module:

Vol/Sat:	0.06	0.14	0.14	0.06	0.10	0.71	0.51	0.25	0.03	0.12	0.12	0.06
Crit Moves:	****					****	****			****		
Green Time:	7.0	19.4	19.4	11.6	24.0	86.4	62.4	62.4	62.4	14.6	14.6	26.2
Volume/Cap:	0.98	0.86	0.86	0.57	0.48	0.98	0.98	0.49	0.06	0.98	0.98	0.27
Delay/Veh:	137.9	61.5	61.5	56.3	42.9	31.6	42.9	18.6	14.3	90.3	90.3	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	137.9	61.5	61.5	56.3	42.9	31.6	42.9	18.6	14.3	90.3	90.3	39.4
HCM2kAvg:	7	12	12	5	6	42	40	11	1	12	12	3

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 1.062
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 54.8
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 High / Storey

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[16.0]

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:	1	0	0	0	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	78	0	0	0	0	0	0	0	407	1	652	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	0	0	0	0	0	0	0	407	1	652	0
Added Vol:	0	0	0	0	0	0	0	0	8	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	0	0	0	0	0	0	0	415	1	664	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	0	0	0	0	0	0	0	435	1	697	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	82	0	0	0	0	0	0	0	435	1	697	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	699	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	435	xxxx	xxxxx
Potent Cap.:	409	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1135	xxxx	xxxxx
Move Cap.:	409	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1135	xxxx	xxxxx
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	16.0			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	C			*			*			*		

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

 Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 0.950
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 33.2
 Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	439	0	11	8	355	0	0	169	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	439	0	11	8	355	0	0	169	40
Added Vol:	0	0	0	8	0	0	0	4	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	447	0	11	8	359	0	0	174	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	0	502	0	12	9	403	0	0	195	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	502	0	12	9	403	0	0	195	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	502	0	12	9	403	0	0	195	45

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.02	0.98	0.00	0.00	0.81	0.19
Final Sat.:	0	0	0	528	0	640	13	564	0	0	450	104

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.95	xxxx	0.02	0.71	0.71	xxxx	xxxx	0.43	0.43
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	52.3	0.0	8.4	22.0	22.0	0.0	0.0	13.8	13.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	52.3	0.0	8.4	22.0	22.0	0.0	0.0	13.8	13.8
LOS by Move:	*	*	*	F	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx			51.2			22.0			13.8		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			51.2			22.0			13.8		
LOS by Appr:	*			F			C			B		

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #24 Mission / King (West)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[24.2]

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	1	0	1	1	0	1	0

Volume Module:

Base Vol:	0	0	0	18	0	80	31	663	0	23	837	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	18	0	80	31	663	0	23	837	11
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
Marine Labs:	0	0	0	0	0	0	0	42	0	0	77	0
Initial Fut:	0	0	0	18	0	80	31	706	0	23	915	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	20	0	89	34	784	0	26	1017	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	20	0	89	34	784	0	26	1017	12

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1535	xxxx	514	1029	xxxx	xxxxx	784	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	109	xxxx	510	683	xxxx	xxxxx	843	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	102	xxxx	510	683	xxxx	xxxxx	843	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	0.17	0.05	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	10.6	xxxx	xxxxxx	9.4	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	295	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	1.6	xxxxxx	0.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	24.2	xxxxxx	10.6	xxxx	xxxxxx	9.4	xxxx	xxxxxx
Shared LOS:	*	*	*	*	C	*	B	*	*	A	*	*
ApproachDel:	xxxxxxx			24.2			xxxxxxx			xxxxxxx		
ApproachLOS:	*			C			*			*		

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #25 Mission / Almar-Younglove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.569
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 22.5
 Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	0	1	1	0	2

Volume Module:

Base Vol:	50	165	0	51	0	45	0	715	41	167	796	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	165	0	51	0	45	0	715	41	167	796	0
Added Vol:	1	0	1	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	26	0	0	0	0	43	0	0	77	0
Initial Fut:	51	165	27	51	0	45	0	758	41	167	873	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	54	176	29	54	0	48	0	810	44	178	933	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	176	29	54	0	48	0	810	44	178	933	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	176	29	54	0	48	0	810	44	178	933	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	1.00	0.94	0.94	0.95	0.95	1.00
Lanes:	1.00	0.86	0.14	1.00	0.00	1.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	1805	1599	262	1805	0	1615	0	3397	184	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.03	0.11	0.11	0.03	0.00	0.03	0.00	0.24	0.24	0.10	0.26	0.00
Crit Moves:	****			****			****			****		
Green Time:	19.4	19.4	19.4	5.3	0.0	5.3	0.0	41.9	41.9	17.4	59.3	0.0
Volume/Cap:	0.16	0.57	0.57	0.57	0.00	0.56	0.00	0.57	0.57	0.57	0.44	0.00
Delay/Veh:	33.7	38.7	38.7	54.1	0.0	54.4	0.0	22.7	22.7	40.3	11.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	38.7	38.7	54.1	0.0	54.4	0.0	22.7	22.7	40.3	11.3	0.0
HCM2kAvg:	2	6	6	3	0	2	0	10	10	6	8	0

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #26 Highway 1 / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 0.626
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.2
 Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	86	31	214	65	26	8	2	392	37	415	478	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	31	214	65	26	8	2	392	37	415	478	33
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
Marine Labs:	0	0	25	0	0	0	0	17	0	46	31	0
Initial Fut:	86	31	239	65	26	8	2	410	37	461	510	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	90	32	249	68	27	8	2	427	39	480	531	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	32	249	68	27	8	2	427	39	480	531	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	32	249	68	27	8	2	427	39	480	531	34

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.85	0.73	0.73	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	0.74	0.26	1.00	0.71	0.29	1.00	1.00	1.83	0.17	1.00	1.88	0.12
Final Sat.:	1006	362	1615	995	398	1615	1805	3271	295	1805	3360	217

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.15	0.07	0.07	0.01	0.00	0.13	0.13	0.27	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	24.6	24.6	24.6	24.6	24.6	24.6	0.5	20.9	20.9	42.5	62.9	62.9
Volume/Cap:	0.36	0.36	0.63	0.28	0.28	0.02	0.25	0.63	0.63	0.63	0.25	0.25
Delay/Veh:	31.8	31.8	36.7	30.9	30.9	28.6	64.9	37.7	37.7	24.2	8.2	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	31.8	36.7	30.9	30.9	28.6	64.9	37.7	37.7	24.2	8.2	8.2
HCM2kAvg:	4	4	8	3	3	0	0	7	7	13	4	4

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

Intersection #27 Delaware / Almar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for volume components. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for saturation flow. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

 Intersection #28 Delaware / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 1.071
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 66.9
 Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	16	196	58	30	225	127	127	59	38	96	158	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	196	58	30	225	127	127	59	38	96	158	75
Added Vol:	0	0	0	0	0	1	1	0	0	0	0	0
Marine Labs:	0	0	0	0	0	46	25	47	0	0	84	0
Initial Fut:	16	196	58	30	225	174	153	106	38	96	242	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	18	223	66	34	256	198	174	121	43	109	276	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	223	66	34	256	198	174	121	43	109	276	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	223	66	34	256	198	174	121	43	109	276	85

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	0.73	0.21	0.07	0.52	0.41	0.51	0.36	0.13	0.23	0.59	0.18
Final Sat.:	25	301	89	32	239	185	215	149	53	104	262	81

Capacity Analysis Module:

Vol/Sat:	0.74	0.74	0.74	1.07	1.07	1.07	0.81	0.81	0.81	1.05	1.05	1.05
Crit Moves:	****			****			****			****		
Delay/Veh:	31.5	31.5	31.5	90.7	90.7	90.7	38.2	38.2	38.2	86.0	86.0	86.0
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:	31.5	31.5	31.5	90.7	90.7	90.7	38.2	38.2	38.2	86.0	86.0	86.0
LOS by Move:	D	D	D	F	F	F	E	E	E	F	F	F
ApproachDel:	31.5			90.7			38.2			86.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	31.5			90.7			38.2			86.0		
LOS by Appr:	D			F			E			F		

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

 Intersection #29 Lincoln St. / Chestnut St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.598
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
 Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	300	15	32	169	0	24	82	74	5	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	300	15	32	169	0	24	82	74	5	0	49
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
Marine Labs:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	0	301	15	32	170	0	24	84	74	5	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	392	20	42	222	0	31	110	96	7	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	392	20	42	222	0	31	110	96	7	0	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.:	0	392	20	42	222	0	31	110	96	7	0	64

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.95	0.05	0.16	0.84	0.00	0.26	0.93	0.81	0.09	0.00	0.91
Final Sat.:	0	656	33	102	544	0	139	498	478	52	0	511

Capacity Analysis Module:

Vol/Sat:	xxxx	0.60	0.60	0.41	0.41	xxxx	0.23	0.22	0.20	0.12	xxxx	0.12
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	14.9	14.9	11.7	11.7	0.0	10.8	10.5	9.7	9.2	0.0	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.9	14.9	11.7	11.7	0.0	10.8	10.5	9.7	9.2	0.0	9.2
LOS by Move:	*	B	B	B	B	*	B	B	A	A	*	A
ApproachDel:	14.9			11.7			10.2			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.9			11.7			10.2			9.2		
LOS by Appr:	B			B			B			A		

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

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

 Intersection #30 Highland Ave. / High St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.979
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 41.2
 Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	0 1 0	0	0	0 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	648	50	2	0	76	1	0	0	0	1	6	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	648	50	2	0	76	1	0	0	0	1	6	8
Added Vol:	12	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	50	2	0	76	1	0	0	0	1	6	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.76	0.76	0.76	1.00	1.00	1.00	0.70	0.70	0.70
PHF Volume:	768	58	2	0	100	1	0	0	0	1	9	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	768	58	2	0	100	1	0	0	0	1	9	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.:	768	58	2	0	100	1	0	0	0	1	9	11

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.92	0.07	0.01	0.00	0.99	0.01	0.00	0.00	0.00	0.07	0.40	0.53
Final Sat.:	785	59	2	0	745	10	0	0	0	43	257	343

Capacity Analysis Module:

Vol/Sat:	0.98	0.98	0.98	xxxx	0.13	0.13	xxxx	xxxx	xxxx	0.03	0.03	0.03
Crit Moves:	****				****					****		
Delay/Veh:	46.0	46.0	46.0	0.0	8.5	8.5	0.0	0.0	0.0	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.0	46.0	0.0	8.5	8.5	0.0	0.0	0.0	8.7	8.7	8.7
LOS by Move:	E	E	E	*	A	A	*	*	*	A	A	A
ApproachDel:	46.0			8.5			xxxxxxx			8.7		
Delay Adj:	1.00			1.00			xxxxxxx			1.00		
ApprAdjDel:	46.0			8.5			xxxxxxx			8.7		
LOS by Appr:	E			A			*			A		

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Laurel St. / Chestnut St.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 38 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume components and 12 rows of data including Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 8 rows of data including Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #32 Water St. / River St.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.432
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 26.9
 Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10		
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	55	189	150	71	105	10	23	377	45	185	541	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:	55	189	150	71	105	10	23	377	45	185	541	164
Added Vol:	0	0	0	0	0	0	0	2	0	0	4	0
Marine Labs:	0	0	0	0	0	0	0	6	0	0	9	0
Initial Fut:	55	189	150	71	105	10	23	385	45	185	554	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:	0.82	0.82	0.82	0.84	0.84	0.84	0.79	0.79	0.79	0.85	0.85	0.85
PHF Volume:	67	229	182	84	124	12	29	485	57	217	649	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	229	182	84	124	12	29	485	57	217	649	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.:	67	229	182	84	124	12	29	485	57	217	649	192

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.99	0.99	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	0.91	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1712	163	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.06	0.11	0.05	0.07	0.07	0.02	0.13	0.04	0.12	0.18	0.12
Crit Moves:			****	****			****			****		
Green Time:	13.0	22.3	22.3	9.2	18.5	18.5	7.0	22.5	22.5	20.0	35.5	35.5
Volume/Cap:	0.26	0.26	0.46	0.46	0.35	0.35	0.21	0.54	0.14	0.54	0.46	0.30
Delay/Veh:	34.8	27.4	29.5	39.8	31.2	31.2	39.6	29.9	26.4	32.4	20.3	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	27.4	29.5	39.8	31.2	31.2	39.6	29.9	26.4	32.4	20.3	19.0
HCM2kAvg:	2	2	4	3	3	3	1	5	1	5	3	2

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #33 Ocean St. / Water St.

Cycle (sec): 120 Critical Vol./Cap. (X): 0.603
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 37.9
 Optimal Cycle: 60 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Ovl					Include					Ovl				
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10		
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	113	525	34	212	616	315	242	273	34	148	553	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	525	34	212	616	315	242	273	34	148	553	108
Added Vol:	1	0	0	0	0	0	0	2	1	0	2	0
Marine Labs:	0	0	0	0	0	0	0	6	0	0	9	0
Initial Fut:	114	525	34	212	616	315	242	281	35	148	564	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	122	562	36	227	660	337	259	301	37	158	604	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	562	36	227	660	337	259	301	37	158	604	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	562	36	227	660	337	259	301	37	158	604	116

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	3156	393	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.16	0.02	0.13	0.18	0.21	0.07	0.10	0.10	0.09	0.17	0.07
Crit Moves:	****			****			****			****		
Green Time:	15.1	31.0	31.0	25.0	40.9	55.6	14.7	25.0	25.0	23.0	33.3	58.3
Volume/Cap:	0.54	0.60	0.09	0.60	0.54	0.45	0.60	0.46	0.46	0.46	0.60	0.15
Delay/Veh:	51.7	40.2	33.9	45.8	32.4	22.3	52.3	42.0	42.0	43.9	38.7	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	40.2	33.9	45.8	32.4	22.3	52.3	42.0	42.0	43.9	38.7	17.2
HCM2kAvg:	5	10	1	9	10	8	6	6	6	6	10	2

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Water St. / Branciforte Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.761
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 30.9
Optimal Cycle: 76 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume metrics (Base Vol, Growth Adj, Initial Bse, etc.) and 12 rows of data.

Saturation Flow Module: Table with 12 columns representing saturation flow metrics (Sat/Lane, Adjustment, Lanes, etc.) and 4 rows of data.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics (Vol/Sat, Crit Moves, Green Time, etc.) and 10 rows of data.

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #35 Soquel Ave. / Morrissey Blvd./ Water

Cycle (sec): 85 Critical Vol./Cap. (X): 1.077
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 63.3
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0	0	1	0	1	0	1	1	0	1	1	0

Volume Module:

Base Vol:	10	122	14	253	137	523	408	458	16	8	894	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	122	14	253	137	523	408	458	16	8	894	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	122	14	253	137	523	408	458	16	8	894	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	12	150	17	310	168	642	501	562	20	10	1097	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	150	17	310	168	642	501	562	20	10	1097	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	150	17	310	168	642	501	562	20	10	1097	253

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.70	1.00	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.07	0.83	0.10	1.00	1.00	1.00	2.00	1.93	0.07	1.00	1.63	0.37
Final Sat.:	126	1536	176	1322	1900	1615	3502	3471	121	1805	2852	657

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.10	0.23	0.09	0.40	0.14	0.16	0.16	0.01	0.38	0.38
Crit Moves:						****	****				****	
Green Time:	31.4	31.4	31.4	31.4	31.4	31.4	11.3	27.6	27.6	14.0	30.4	30.4
Volume/Cap:	0.26	0.26	0.26	0.64	0.24	1.08	1.08	0.50	0.50	0.03	1.08	1.08
Delay/Veh:	19.0	19.0	19.0	24.9	18.7	86.2	100.8	23.5	23.5	29.8	76.2	76.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	19.0	19.0	24.9	18.7	86.2	100.8	23.5	23.5	29.8	76.2	76.2
HCM2kAvg:	3	3	3	10	3	27	13	7	7	0	29	29

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #36 Soquel Ave. / Capitola Rd.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.646
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.1
 Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Split Phase			Split Phase			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10								
Lanes:	1	1	0	0	1	0	0	1	0	0	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	664	27	97	34	10	16	27	281	354	68	613	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:	664	27	97	34	10	16	27	281	354	68	613	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	664	27	97	34	10	16	27	281	354	68	613	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	773	31	113	40	12	19	31	327	412	79	714	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	773	31	113	40	12	19	31	327	412	79	714	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	773	31	113	40	12	19	31	327	412	79	714	90

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.94	0.94	0.94	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.92	0.08	1.00	0.57	0.16	0.27	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	3484	142	1615	1009	297	475	1805	3610	1615	1805	3153	396

Capacity Analysis Module:

Vol/Sat:	0.22	0.22	0.07	0.04	0.04	0.04	0.02	0.09	0.26	0.04	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	28.4	28.4	28.4	10.0	10.0	10.0	10.1	32.6	32.6	7.0	29.5	29.5
Volume/Cap:	0.70	0.70	0.22	0.35	0.35	0.35	0.15	0.25	0.70	0.56	0.69	0.69
Delay/Veh:	29.1	29.1	22.9	38.1	38.1	38.1	36.4	20.2	28.4	45.2	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	29.1	22.9	38.1	38.1	38.1	36.4	20.2	28.4	45.2	28.1	28.1
HCM2kAvg:	11	11	2	2	2	2	1	3	11	3	11	11

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #37 Ocean St. / Soquel Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.4
 Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10		
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	43	525	100	110	321	88	88	136	36	82	269	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	525	100	110	321	88	88	136	36	82	269	129
Added Vol:	0	0	0	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	525	100	110	321	88	88	136	36	82	269	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	52	636	121	133	389	107	107	165	44	99	326	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	636	121	133	389	107	107	165	44	99	326	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	636	121	133	389	107	107	165	44	99	326	156

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.90	0.90
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.58	0.42	1.00	1.35	0.65
Final Sat.:	1805	3610	1615	1805	3610	1615	1805	2766	732	1805	2320	1113

Capacity Analysis Module:

Vol/Sat:	0.03	0.18	0.08	0.07	0.11	0.07	0.06	0.06	0.06	0.06	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	18.4	32.9	32.9	13.8	28.3	28.3	11.0	21.9	21.9	15.4	26.2	26.2
Volume/Cap:	0.16	0.54	0.23	0.54	0.38	0.23	0.54	0.27	0.27	0.36	0.54	0.54
Delay/Veh:	34.5	27.8	24.5	42.4	29.0	27.8	44.9	32.6	32.6	38.7	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	27.8	24.5	42.4	29.0	27.8	44.9	32.6	32.6	38.7	32.3	32.3
HCM2kAvg:	1	8	3	5	5	3	4	3	3	3	7	7

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Seabright Ave. / Soquel Ave.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: 56 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic scenarios. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #39 Broadway / San Lorenzo Blvd.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.592
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
 Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	0
Lanes:	1	0	0	0	0	0	0	0	1	0	0	2

Volume Module:

Base Vol:	397	0	20	0	0	0	0	445	193	0	432	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	397	0	20	0	0	0	0	445	193	0	432	0
Added Vol:	2	0	0	0	0	0	0	1	1	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	399	0	20	0	0	0	0	446	194	0	434	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	449	0	23	0	0	0	0	502	218	0	489	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	0	23	0	0	0	0	502	218	0	489	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.:	449	0	23	0	0	0	0	502	218	0	489	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1615	0	3610	0

Capacity Analysis Module:

Vol/Sat:	0.25	0.00	0.01	0.00	0.00	0.00	0.00	0.26	0.14	0.00	0.14	0.00
Crit Moves:	****			****								
Green Time:	25.2	0.0	25.2	0.0	0.0	0.0	0.0	26.8	52.0	0.0	26.8	0.0
Volume/Cap:	0.59	0.00	0.03	0.00	0.00	0.00	0.00	0.59	0.16	0.00	0.30	0.00
Delay/Veh:	14.7	0.0	10.2	0.0	0.0	0.0	0.0	13.6	0.7	0.0	10.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	0.0	10.2	0.0	0.0	0.0	0.0	13.6	0.7	0.0	10.7	0.0
HCM2kAvg:	7	0	0	0	0	0	0	8	1	0	3	0

 2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #40 Seabright Ave. / Murray St.

Cycle (sec): 80 Critical Vol./Cap. (X): 0.855
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 49.8
 Optimal Cycle: 90 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	39	99	38	127	68	36	49	286	2	30	542	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	99	38	127	68	36	49	286	2	30	542	239
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	99	38	127	68	36	49	287	2	30	543	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	44	112	43	144	77	41	55	325	2	34	615	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	112	43	144	77	41	55	325	2	34	615	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	112	43	144	77	41	55	325	2	34	615	271

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.95	0.95	0.95	0.95	1.00	1.00	0.95	0.95	0.95
Lanes:	1.00	0.72	0.28	1.00	0.65	0.35	1.00	0.99	0.01	1.00	0.69	0.31
Final Sat.:	1805	1315	505	1805	1178	623	1805	1885	13	1805	1259	554

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.09	0.08	0.07	0.07	0.03	0.17	0.17	0.02	0.49	0.49
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	29.2	29.2	14.8	37.0	37.0
Volume/Cap:	0.20	0.68	0.68	0.64	0.52	0.52	0.35	0.47	0.47	0.10	1.06	1.06
Delay/Veh:	31.8	41.7	41.7	39.2	35.0	35.0	35.7	20.0	20.0	27.2	68.6	68.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	41.7	41.7	39.2	35.0	35.0	35.7	20.0	20.0	27.2	68.6	68.6
HCM2kAvg:	1	5	5	5	3	3	2	6	6	1	34	34

2010 AM Family Student Housing (+ 2004-2010 Campus Growth + Marine Labs)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 Heller / Koshland Extension

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[10.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module: Critical Gp, FollowUpTim.

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

UC Santa Cruz LRDP EIR

2020 Event Analysis (Inbound)

Level of Service Worksheets

2020 Event - Inbound

Scenario Report

Scenario: 2020 Event - Inbound
Command: 2020 Event - Inbound
Volume: 2020 Event - Inbound
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: 2020 Event - Inbound
Trip Distribution: Project
Paths: Default Paths
Routes: Default Routes
Configuration: 2020 Event - Inbound

 2020 Event - Inbound

Trip Generation Report

Forecast for 2020 Event - Inbound

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Zone 8 - Wes	1.00	Campus Trips	0.00	0.00	0	0	0	0.0
3	Zone 8 - Wes	1.00	Existing Event	405.00	0.00	405	0	405	18.8
3	Zone 8 - Wes	1.00	Arts Auditoriu	405.00	0.00	405	0	405	18.8
Zone 3 Subtotal						810	0	810	37.5
14	Zone 2 - Eas	1.00	Campus Trips	0.00	0.00	0	0	0	0.0
14	Zone 2 - Eas	1.00	Event Center	1350.00	0.00	1350	0	1350	62.
Zone 14 Subtotal						1350	0	1350	62.5
TOTAL						2160	0	2160	100.0

 2020 Event - Inbound

Trip Distribution Report

Percent Of Trips Campus Trips

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
7	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
8	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
10	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
11	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
12	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
14	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
16	1.0	2.0	4.0	14.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
17	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
19	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	21	23
3	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
7	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
8	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
10	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
11	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
12	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
14	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
16	1.0	4.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	2.0	3.0
17	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
19	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	27	29	30	31	33	35	37	38
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
16	1.0	3.0	3.0	2.0	2.0	3.0	1.0	13.0	0.0	18.0	1.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0

2020 Event - Inbound

	To Gates										
Zone	24	25	26	27	29	30	31	33	35	37	38

	To Gates
Zone	39

3	7.0
7	7.0
8	7.0
10	7.0
11	7.0
12	7.0
14	7.0
16	5.0
17	7.0
19	7.0
23	0.0
24	0.0

2020 Event - Inbound
-----Turning Movement Report
2020 Event - Inbound

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#7 Highway 1 / Western													
Base	36	120	146	135	83	16	16	328	15	62	304	165	1426
Added	0	0	0	0	0	0	8	14	0	0	0	16	38
Total	36	120	146	135	83	16	24	342	15	62	304	181	1464
#8 Empire Grade / Western													
Base	146	0	63	0	0	0	0	445	125	67	361	0	1207
Added	49	0	41	0	0	0	0	0	0	0	737	0	827
Total	195	0	104	0	0	0	0	445	125	67	1098	0	2034
#9 Empire Grade/Heller													
Base	0	0	0	411	0	18	9	86	0	0	147	319	989
Added	0	0	0	0	0	0	12	0	0	0	0	786	798
Total	0	0	0	411	0	18	21	86	0	0	147	1105	1787
#10 High / Bay													
Base	210	269	37	244	486	58	58	172	281	60	185	150	2211
Added	533	859	0	0	0	0	41	0	0	0	204	410	2047
Total	743	1128	37	244	486	58	99	172	281	60	389	560	4258
#11 Iowa / Bay													
Base	47	616	26	15	930	47	44	23	45	36	30	12	1871
Added	0	1327	0	0	0	0	65	0	0	0	0	0	1392
Total	47	1943	26	15	930	47	109	23	45	36	30	12	3263
#12 Escalona / Bay													
Base	41	620	9	106	731	22	12	13	34	6	12	60	1665
Added	0	1327	0	0	0	0	0	0	0	0	0	0	1327
Total	41	1947	9	106	731	22	12	13	34	6	12	60	2992
#13 King / Bay													
Base	15	512	31	252	685	18	23	124	21	50	126	167	2024
Added	0	992	0	0	0	0	0	0	0	0	0	336	1328
Total	15	1504	31	252	685	18	23	124	21	50	126	503	3352
#14 Mission / Bay													
Base	65	146	48	347	176	140	195	1135	69	181	1033	200	3735
Added	0	173	0	0	0	0	105	0	0	0	0	713	991
Total	65	319	48	347	176	140	300	1135	69	181	1033	913	4726
#17 Mission / Laurel													
Base	277	162	31	29	183	11	12	1065	320	48	1007	36	3182
Added	312	0	0	0	0	0	0	0	0	0	402	0	714
Total	589	162	31	29	183	11	12	1065	320	48	1409	36	3896

2020 Event - Inbound

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Mission / Walnut													
Base	57	61	47	50	86	8	11	956	43	33	964	13	2328
Added	0	0	0	0	0	0	0	0	0	0	402	0	402
Total	57	61	47	50	86	8	11	956	43	33	1366	13	2729
#19 Mission / King-Union													
Base	2	5	9	862	1	6	1	1306	2	24	1174	182	3573
Added	0	0	0	0	0	0	0	0	0	0	402	293	695
Total	2	5	9	862	1	6	1	1306	2	24	1576	475	4268
#20 Mission / Chestnut													
Base	111	295	34	41	328	1485	1444	471	87	9	365	42	4712
Added	12	0	0	0	0	1080	0	0	0	0	173	0	1265
Total	123	295	34	41	328	2565	1444	471	87	9	538	42	5977
#22 High / Storey													
Base	44	0	0	0	0	0	0	0	442	9	474	0	970
Added	0	0	0	0	0	0	0	0	0	0	571	0	571
Total	44	0	0	0	0	0	0	0	442	9	1045	0	1541
#23 King / Storey													
Base	0	0	0	468	0	11	10	227	0	0	184	20	919
Added	0	0	0	0	0	0	0	0	0	0	293	0	293
Total	0	0	0	468	0	11	10	227	0	0	477	20	1212
#24 Mission / King (West)													
Base	0	0	0	15	0	49	53	938	0	34	616	20	1724
Added	0	0	0	0	0	0	0	41	0	0	0	0	41
Total	0	0	0	15	0	49	53	979	0	34	616	20	1765
#30 Highland Ave. / High St.													
Base	536	59	8	0	42	2	0	0	0	4	2	1	654
Added	571	0	0	0	0	0	0	0	0	0	0	0	571
Total	1107	59	8	0	42	2	0	0	0	4	2	1	1225

 2020 Event - Inbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #7 Highway 1 / Western

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.4
 Optimal Cycle: 48 Level Of Service: C

Street Name:	Western						SR 1 - Mission					
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	0	1! 0 0	1	0	0 1 0	1	0	0 1 0

Volume Module:

Base Vol:	51	172	209	193	118	23	23	469	21	89	434	235
Growth Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Initial Bse:	36	120	146	135	83	16	16	328	15	62	304	165
Added Vol:	0	0	0	0	0	0	8	14	0	0	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	120	146	135	83	16	24	342	15	62	304	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	127	154	142	87	17	25	360	15	66	320	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	127	154	142	87	17	25	360	15	66	320	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	127	154	142	87	17	25	360	15	66	320	190

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.57	0.57	0.57	0.95	0.99	0.99	0.95	0.94	0.94
Lanes:	0.12	0.40	0.48	0.58	0.35	0.07	1.00	0.96	0.04	1.00	0.63	0.37
Final Sat.:	197	666	809	626	382	75	1805	1811	78	1805	1125	668

Capacity Analysis Module:

Vol/Sat:	0.19	0.19	0.19	0.23	0.23	0.23	0.01	0.20	0.20	0.04	0.28	0.28
Crit Moves:				****			****			****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.02	0.42	0.42	0.08	0.48	0.48
Volume/Cap:	0.50	0.50	0.50	0.60	0.60	0.60	0.60	0.47	0.47	0.47	0.60	0.60
Delay/Veh:	24.3	24.3	24.3	27.2	27.2	27.2	69.5	21.3	21.3	46.7	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	24.3	24.3	27.2	27.2	27.2	69.5	21.3	21.3	46.7	20.4	20.4
HCM2kAvg:	8	8	8	11	11	11	2	8	8	3	12	12

2020 Event - Inbound

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Empire Grade / Western

Average Delay (sec/veh): 129.1 Worst Case Level Of Service: F[875.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 3 columns: Critical Gp, FollowUpTim, and other gap-related metrics.

Capacity Module:

Table with 3 columns: Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module:

Table with 13 columns showing queue lengths, stopped delays, LOS by move, and approach delays for different movements.

2020 Event - Inbound

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Empire Grade/Heller

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: C[18.5]

Street Name:	Heller						Empire Grade					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	1	0	0	1

Volume Module:	Heller			Heller			Empire Grade			Empire Grade		
Base Vol:	0	0	0	587	0	25	13	123	0	0	210	455
Growth Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Initial Bse:	0	0	0	411	0	18	9	86	0	0	147	319
Added Vol:	0	0	0	0	0	0	12	0	0	0	0	786
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	411	0	18	21	86	0	0	147	1105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	433	0	18	22	91	0	0	155	1163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	433	0	18	22	91	0	0	155	1163
Critical Gap Module:				6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:				3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Heller			Heller			Empire Grade			Empire Grade		
Cnflct Vol:	xxxx	xxxx	xxxxx	290	xxxx	155	1317	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	705	xxxx	896	531	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	683	xxxx	896	531	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.63	xxxx	0.02	0.04	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	Heller			Heller			Empire Grade			Empire Grade		
Queue:	xxxxx	xxxx	xxxxx	4.5	xxxx	0.1	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	18.9	xxxx	9.1	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	A	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			18.5			xxxxxxx			xxxxxxx		
ApproachLOS:	*			C			*			*		

2020 Event - Inbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 High / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 1.199
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 83.2
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 Event - Inbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Iowa / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.799
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
 Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	0	1	0	0	1	0

Volume Module:

Base Vol:	67	880	37	21	1329	67	63	33	64	52	43	17
Growth Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Initial Bse:	47	616	26	15	930	47	44	23	45	36	30	12
Added Vol:	0	1327	0	0	0	0	65	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1943	26	15	930	47	109	23	45	36	30	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	49	2045	27	15	979	49	115	24	47	38	32	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2045	27	15	979	49	115	24	47	38	32	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	2045	27	15	979	49	115	24	47	38	32	13

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.71	0.71	0.85	0.69	0.69	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.83	0.17	1.00	0.55	0.45	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	1105	234	1615	717	593	1615

Capacity Analysis Module:

Vol/Sat:	0.03	0.57	0.02	0.01	0.27	0.03	0.10	0.10	0.03	0.05	0.05	0.01
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.71	0.71	0.01	0.65	0.65	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.41	0.80	0.02	0.80	0.41	0.05	0.80	0.80	0.22	0.41	0.41	0.06
Delay/Veh:	38.2	9.7	3.4	151.4	6.7	5.0	56.1	56.1	31.7	33.6	33.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	9.7	3.4	151.4	6.7	5.0	56.1	56.1	31.7	33.6	33.6	30.6
HCM2kAvg:	2	19	0	2	6	0	7	7	1	3	3	0

 2020 Event - Inbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Escalona / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 1.315
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 109.5
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	1	0	1 0 1	0	1	0 0 1	0	0	1! 0 0

Volume Module:

Base Vol:	58	885	13	151	1044	32	17	19	48	8	17	86
Growth Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Initial Bse:	41	620	9	106	731	22	12	13	34	6	12	60
Added Vol:	0	1327	0	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	1947	9	106	731	22	12	13	34	6	12	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	2049	10	111	769	24	13	14	35	6	13	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2049	10	111	769	24	13	14	35	6	13	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.:	43	2049	10	111	769	24	13	14	35	6	13	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.22	1.00	0.85	0.97	0.97	0.85	0.87	0.87	0.87
Lanes:	0.02	0.97	0.01	1.00	1.00	1.00	0.47	0.53	1.00	0.07	0.15	0.78
Final Sat.:	38	1806	8	414	1900	1615	874	977	1615	119	253	1278

Capacity Analysis Module:

Vol/Sat:	1.13	1.13	1.13	0.27	0.40	0.01	0.01	0.01	0.02	0.05	0.05	0.05
Crit Moves:	****			****								
Green/Cycle:	0.86	0.86	0.86	0.86	0.86	0.86	0.04	0.04	0.04	0.04	0.04	0.04
Volume/Cap:	1.32	1.32	1.32	0.31	0.47	0.02	0.38	0.38	0.58	1.32	1.32	1.32
Delay/Veh:	152.0	152	152.0	1.5	1.5	0.8	41.0	41.0	51.2	258.4	258	258.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	152.0	152	152.0	1.5	1.5	0.8	41.0	41.0	51.2	258.4	258	258.4
HCM2kAvg:	116	116	116	3	5	0	1	1	2	7	7	7

2020 Event - Inbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 King / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 1.303
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 100.5
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
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	0	0	1	0	1	0

Volume Module:

Base Vol:	22	731	45	360	978	26	33	177	30	71	180	239
Growth Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Initial Bse:	15	512	31	252	685	18	23	124	21	50	126	167
Added Vol:	0	992	0	0	0	0	0	0	0	0	0	336
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1504	31	252	685	18	23	124	21	50	126	503
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	1583	33	265	721	19	24	130	22	52	133	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1583	33	265	721	19	24	130	22	52	133	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	1583	33	265	721	19	24	130	22	52	133	530

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.98	0.02	1.00	0.97	0.03	0.14	0.74	0.12	0.28	0.72	1.00
Final Sat.:	1900	1861	39	1900	1851	49	261	1401	237	537	1363	1900

Capacity Analysis Module:

Vol/Sat:	0.01	0.85	0.85	0.14	0.39	0.39	0.09	0.09	0.09	0.10	0.10	0.28
Crit Moves:	****											
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.01	1.30	1.30	0.21	0.60	0.60	0.43	0.43	0.43	0.45	0.45	1.30
Delay/Veh:	3.7	153	152.8	4.3	6.7	6.7	21.2	21.2	21.2	21.3	21.3	176.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.7	153	152.8	4.3	6.7	6.7	21.2	21.2	21.2	21.3	21.3	176.9
HCM2kAvg:	0	78	78	2	8	8	3	3	3	3	3	28

2020 Event - Inbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 1.360
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 148.2
Optimal Cycle: 180 Level Of Service: F

Table with columns: Street Name, Bay, SR 1 - Mission, Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg.

2020 Event - Inbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 1.090
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 82.3
Optimal Cycle: 180 Level Of Service: F

Table with columns for Street Name (Laurel, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

2020 Event - Inbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Mission / Walnut

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 59 Level Of Service: B

Table with columns for Street Name (Walnut, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 Event - Inbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Mission / King-Union

Cycle (sec): 120 Critical Vol./Cap. (X): 0.955
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 144.6
Optimal Cycle: 180 Level Of Service: F

Table with columns for Street Name (King - Union, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 Event - Inbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 1.312
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 113.0
Optimal Cycle: 180 Level Of Service: F

Table with columns for Street Name (Chestnut, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 Event - Inbound

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 High / Storey

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[24.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	63	0	0	0	0	0	0	0	632	13	677	0
Growth Adj:	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Initial Bse:	44	0	0	0	0	0	0	0	442	9	474	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	571	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	0	0	0	0	0	0	0	442	9	1045	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	0	0	0	0	0	0	0	466	10	1100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	46	0	0	0	0	0	0	0	466	10	1100	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1119	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	466	xxxx	xxxxx
Potent Cap.:	231	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1106	xxxx	xxxxx
Move Cap.:	229	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1106	xxxx	xxxxx
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level of Service Module:

Queue:	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	24.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	24.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

2020 Event - Inbound

Level Of Service Computation Report

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

Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 0.976
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 43.3
Optimal Cycle: 0 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 0 1 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 668 0 15 14 324 0 0 263 29
Growth Adj: 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70 0.70
Initial Bse: 0 0 0 468 0 11 10 227 0 0 184 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 293 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 468 0 11 10 227 0 0 477 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 0 0 492 0 11 10 239 0 0 502 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 492 0 11 10 239 0 0 502 21
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 492 0 11 10 239 0 0 502 21

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 0.04 0.96 0.00 0.00 0.96 0.04
Final Sat.: 0 0 0 504 0 603 22 504 0 0 553 24

Capacity Analysis Module:
Vol/Sat: xxxx xxxx xxxx 0.98 xxxx 0.02 0.47 0.47 xxxx xxxx 0.91 0.91
Crit Moves: **** **** ****
Delay/Veh: 0.0 0.0 0.0 60.3 0.0 8.8 15.3 15.3 0.0 0.0 41.5 41.5
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: 0.0 0.0 0.0 60.3 0.0 8.8 15.3 15.3 0.0 0.0 41.5 41.5
LOS by Move: * * * F * A C C * * E E
ApproachDel: xxxxxx 59.2 15.3 41.5
Delay Adj: xxxxxx 1.00 1.00 1.00
ApprAdjDel: xxxxxx 59.2 15.3 41.5
LOS by Appr: * F C E

2020 Event - Inbound

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Mission / King (West)

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[18.4]

Table with columns for Street Name (King (West)), SR 1 - Mission, and four approaches (North Bound, South Bound, East Bound, West Bound). Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. Rows include various volume and adjustment factors.

Critical Gap Module: Table with columns for Critical Gp and FollowUpTim. Rows include gap and follow-up time values.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows include capacity and volume/capacity values.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS. Rows include level of service and delay values.

2020 Event - Inbound

Level Of Service Computation Report

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

Intersection #30 Highland Ave. / High St.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.426
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 203.4
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for different traffic movements. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for different traffic movements. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

UC Santa Cruz LRDP EIR

2020 Event Analysis (Outbound)
Level of Service Worksheets

2020 Event - Outbound

Scenario Report

Scenario: 2020 Event - Outbound
Command: 2020 Event - Outbound
Volume: 2020 Event - Outbound
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: 2020 Event - Outbound
Trip Distribution: Project
Paths: Default Paths
Routes: Default Routes
Configuration: 2020 Event - Outbound

 2020 Event - Outbound

Trip Generation Report

Forecast for 2020 Event - Outbound

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Zone 8 - Wes	1.00	Campus Trips	0.00	0.00	0	0	0	0.0
3	Zone 8 - Wes	1.00	Existing Event	0.00	675.00	0	675	675	21.4
3	Zone 8 - Wes	1.00	Arts Auditoriu	0.00	675.00	0	675	675	21.4
Zone 3 Subtotal						0	1350	1350	42.9
14	Zone 2 - Eas	1.00	Campus Trips	0.00	0.00	0	0	0	0.0
14	Zone 2 - Eas	1.00	Event Center	0.00	1800.00	0	1800	1800	57.1
Zone 14 Subtotal						0	1800	1800	57.1
TOTAL						0	3150	3150	100.0

 2020 Event - Outbound

Trip Distribution Report

Percent Of Trips Campus Trips

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
7	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
8	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
10	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
11	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
12	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
14	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
16	1.0	2.0	4.0	14.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
17	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
19	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	21	23
3	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
7	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
8	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
10	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
11	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
12	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
14	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
16	1.0	4.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	2.0	3.0
17	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
19	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	27	29	30	31	33	35	37	38
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
16	1.0	3.0	3.0	2.0	2.0	3.0	1.0	13.0	0.0	18.0	1.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0

2020 Event - Outbound

	To Gates										
Zone	24	25	26	27	29	30	31	33	35	37	38

	To Gates
Zone	39

3	7.0
7	7.0
8	7.0
10	7.0
11	7.0
12	7.0
14	7.0
16	5.0
17	7.0
19	7.0
23	0.0
24	0.0

2020 Event - Outbound
-----Turning Movement Report
2020 Event - Outbound

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#7 Highway 1 / Western													
Base	14	46	56	52	32	6	6	127	6	24	117	63	550
Added	0	0	0	27	0	14	0	0	0	0	18	0	59
Total	14	46	56	79	32	20	6	127	6	24	135	63	609
#8 Empire Grade / Western													
Base	56	0	24	0	0	0	0	172	48	26	139	0	465
Added	0	0	0	0	0	0	0	1229	81	54	0	0	1364
Total	56	0	24	0	0	0	0	1401	129	80	139	0	1829
#9 Empire Grade/Heller													
Base	0	0	0	158	0	7	4	33	0	0	57	123	382
Added	0	0	0	1310	0	20	0	0	0	0	0	0	1330
Total	0	0	0	1468	0	27	4	33	0	0	57	123	1712
#10 High / Bay													
Base	81	104	14	94	188	22	22	66	109	23	71	58	853
Added	0	0	0	536	1157	54	0	340	888	0	0	0	2975
Total	81	104	14	630	1345	76	22	406	997	23	71	58	3828
#11 Iowa / Bay													
Base	18	238	10	6	359	18	17	9	17	14	12	5	722
Added	0	0	0	0	1950	95	0	0	0	0	0	0	2045
Total	18	238	10	6	2309	113	17	9	17	14	12	5	2767
#12 Escalona / Bay													
Base	16	239	4	41	282	9	5	5	13	2	5	23	642
Added	0	0	0	0	1950	0	0	0	0	0	0	0	1950
Total	16	239	4	41	2232	9	5	5	13	2	5	23	2592
#13 King / Bay													
Base	6	197	12	97	264	7	9	48	8	19	49	65	781
Added	0	0	0	485	1466	0	0	0	0	0	0	0	1951
Total	6	197	12	582	1730	7	9	48	8	19	49	65	2732
#14 Mission / Bay													
Base	25	56	18	134	68	54	75	438	26	70	399	77	1441
Added	0	0	0	1065	252	149	0	0	0	0	0	0	1466
Total	25	56	18	1199	320	203	75	438	26	70	399	77	2907
#17 Mission / Laurel													
Base	107	62	12	11	71	4	5	411	123	19	389	14	1227
Added	0	0	0	0	0	0	0	611	454	0	0	0	1065
Total	107	62	12	11	71	4	5	1022	577	19	389	14	2292

 2020 Event - Outbound

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Mission / Walnut													
Base	22	23	18	19	33	3	4	369	16	13	372	5	898
Added	0	0	0	0	0	0	0	611	0	0	0	0	611
Total	22	23	18	19	33	3	4	980	16	13	372	5	1509
#19 Mission / King-Union													
Base	1	2	4	332	0	2	1	504	1	9	453	70	1378
Added	0	0	0	1207	0	0	0	611	0	0	0	0	1818
Total	1	2	4	1539	0	2	1	1115	1	9	453	70	3196
#20 Mission / Chestnut													
Base	43	114	13	16	126	573	557	182	33	4	141	16	1818
Added	0	0	0	0	0	0	1575	252	18	0	0	0	1845
Total	43	114	13	16	126	573	2132	434	51	4	141	16	3663
#22 High / Storey													
Base	17	0	0	0	0	0	0	0	171	4	183	0	374
Added	0	0	0	0	0	0	0	0	813	0	0	0	813
Total	17	0	0	0	0	0	0	0	984	4	183	0	1187
#23 King / Storey													
Base	0	0	0	180	0	4	4	87	0	0	71	8	355
Added	0	0	0	786	0	0	0	422	0	0	0	0	1208
Total	0	0	0	966	0	4	4	509	0	0	71	8	1563
#24 Mission / King (West)													
Base	0	0	0	6	0	19	20	362	0	13	238	8	665
Added	0	0	0	0	0	0	0	0	0	0	54	0	54
Total	0	0	0	6	0	19	20	362	0	13	292	8	719
#30 Highland Ave. / High St.													
Base	207	23	3	0	16	1	0	0	0	1	1	0	252
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	207	23	3	0	16	1	0	0	0	1	1	0	252

 2020 Event - Outbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highway 1 / Western

Cycle (sec): 100 Critical Vol./Cap. (X): 0.244
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.8
 Optimal Cycle: 29 Level Of Service: B

Street Name:	Western						SR 1 - Mission					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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	0	1! 0 0	1	0	0 1 0	1	0	0 1 0

Volume Module:

Base Vol:	51	172	209	193	118	23	23	469	21	89	434	235
Growth Adj:	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
Initial Bse:	14	46	56	52	32	6	6	127	6	24	117	63
Added Vol:	0	0	0	27	0	14	0	0	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	46	56	79	32	20	6	127	6	24	135	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	49	59	83	34	21	7	133	6	25	142	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	49	59	83	34	21	7	133	6	25	142	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.:	14	49	59	83	34	21	7	133	6	25	142	67

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.76	0.76	0.76	0.95	0.99	0.99	0.95	0.95	0.95
Lanes:	0.12	0.40	0.48	0.61	0.24	0.15	1.00	0.96	0.04	1.00	0.68	0.32
Final Sat.:	203	684	831	868	350	222	1805	1808	81	1805	1231	578

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.10	0.10	0.10	0.00	0.07	0.07	0.01	0.12	0.12
Crit Moves:				****			****			****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.01	0.41	0.41	0.08	0.47	0.47
Volume/Cap:	0.18	0.18	0.18	0.24	0.24	0.24	0.24	0.18	0.18	0.18	0.24	0.24
Delay/Veh:	20.0	20.0	20.0	20.6	20.6	20.6	53.4	18.9	18.9	43.7	15.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	20.0	20.0	20.6	20.6	20.6	53.4	18.9	18.9	43.7	15.9	15.9
HCM2kAvg:	3	3	3	4	4	4	0	3	3	1	4	4

2020 Event - Outbound

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Empire Grade / Western

Average Delay (sec/veh): 9.7 Worst Case Level Of Service: F[204.9]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module: Critical Gp, FollowUpTim

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS

2020 Event - Outbound

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Empire Grade/Heller

Average Delay (sec/veh): 293.4 Worst Case Level Of Service: F[335.8]

Street Name:	Heller						Empire Grade					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	587	0	25	13	123	0	0	210	455
Growth Adj:	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
Initial Bse:	0	0	0	158	0	7	4	33	0	0	57	123
Added Vol:	0	0	0	1310	0	20	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1468	0	27	4	33	0	0	57	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1546	0	28	4	35	0	0	60	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	1546	0	28	4	35	0	0	60	129

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:

Cnflct Vol:	xxxx	xxxx	xxxxx	102	xxxx	60	189	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	901	xxxx	1012	1397	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	899	xxxx	1012	1397	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.72	xxxx	0.03	0.00	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	87.4	xxxx	0.1	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	341.7	xxxx	8.7	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			335.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

 2020 Event - Outbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 High / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 1.393
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 162.6
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	300	384	53	349	695	83	83	246	402	86	264	214
Growth Adj:	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
Initial Bse:	81	104	14	94	188	22	22	66	109	23	71	58
Added Vol:	0	0	0	536	1157	54	0	340	888	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	104	14	630	1345	76	22	406	997	23	71	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	109	15	663	1415	80	24	428	1049	24	75	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	109	15	663	1415	80	24	428	1049	24	75	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	85	109	15	663	1415	80	24	428	1049	24	75	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.99	0.99	0.85	0.88	0.88	0.85
Lanes:	1.00	1.76	0.24	1.00	1.89	0.11	0.05	0.95	1.00	0.25	0.75	1.00
Final Sat.:	1805	3115	430	1805	3389	193	98	1775	1615	411	1263	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.04	0.04	0.37	0.42	0.42	0.24	0.24	0.65	0.06	0.06	0.04
Crit Moves:	****				****				****			
Green/Cycle:	0.03	0.03	0.03	0.30	0.30	0.30	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	1.39	1.21	1.21	1.21	1.39	1.39	0.52	0.52	1.39	0.13	0.13	0.08
Delay/Veh:	279.5	183	183.4	129.9	204	203.6	11.8	11.8	201.0	9.2	9.2	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	279.5	183	183.4	129.9	204	203.6	11.8	11.8	201.0	9.2	9.2	8.9
HCM2kAvg:	7	5	5	31	42	42	6	6	58	1	1	1

2020 Event - Outbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Iowa / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.821

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 9.1

Optimal Cycle: 76 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: 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 0 1 1 0 2 0 1 0 1 0 0 1 0 1 0 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 67 880 37 21 1329 67 63 33 64 52 43 17

Growth Adj: 0.27 0.27 0.27 0.27 0.27 0.27 0.27 0.27 0.27 0.27 0.27 0.27

Initial Bse: 18 238 10 6 359 18 17 9 17 14 12 5

Added Vol: 0 0 0 0 1950 95 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 18 238 10 6 2309 113 17 9 17 14 12 5

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 19 250 11 6 2430 119 18 9 18 15 12 5

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 19 250 11 6 2430 119 18 9 18 15 12 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.: 19 250 11 6 2430 119 18 9 18 15 12 5

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.95 0.85 0.95 0.95 0.85 1.00 1.00 0.85 1.00 1.00 0.85

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.66 0.34 1.00 0.55 0.45 1.00

Final Sat.: 1805 3610 1615 1805 3610 1615 1247 653 1615 1040 860 1615

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.01 0.07 0.01 0.00 0.67 0.07 0.01 0.01 0.01 0.01 0.01 0.00

Crit Moves: **** ****

Green/Cycle: 0.01 0.79 0.79 0.04 0.82 0.82 0.02 0.02 0.02 0.02 0.02 0.02

Volume/Cap: 0.82 0.09 0.01 0.09 0.82 0.09 0.82 0.82 0.64 0.81 0.81 0.17

Delay/Veh: 147.9 1.8 1.7 37.7 5.9 1.4 125.1 125 80.4 122.2 122 41.6

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 147.9 1.8 1.7 37.7 5.9 1.4 125.1 125 80.4 122.2 122 41.6

HCM2kAvg: 2 1 0 0 19 1 2 2 1 2 2 0

2020 Event - Outbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Escalona / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 1.395
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 164.9
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 Event - Outbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 King / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 1.154
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 65.4
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 Event - Outbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 0.793
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 32.3
Optimal Cycle: 85 Level Of Service: C

Table with columns: Street Name, Bay, SR 1 - Mission, Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module: Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module: Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg.

2020 Event - Outbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.732
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 74 Level Of Service: B

Table with columns for Street Name (Laurel, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

2020 Event - Outbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Mission / Walnut

Cycle (sec): 100 Critical Vol./Cap. (X): 0.400
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 43 Level Of Service: A

Table with columns for Street Name (Walnut, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 Event - Outbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Mission / King-Union

Cycle (sec): 120 Critical Vol./Cap. (X): 0.864
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 33.5
Optimal Cycle: 93 Level Of Service: C

Table with columns for Street Name (King - Union, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L - T - R), Control (Split Phase, Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

2020 Event - Outbound

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 0.818
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 87 Level Of Service: C

Table with columns for Street Name (Chestnut, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 Event - Outbound

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 High / Storey

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[10.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and 10 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Critical Gap Module: Table with 13 columns and 2 rows showing critical gap and follow-up time.

Capacity Module: Table with 13 columns and 4 rows showing capacity-related metrics like Cnflct Vol, Potent Cap., etc.

Level of Service Module: Table with 13 columns and 10 rows showing queue, stopped delay, LOS, and approach delay.

 2020 Event - Outbound

Level Of Service Computation Report

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

 Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 1.912
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 281.3
 Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	668	0	15	14	324	0	0	263	29
Growth Adj:	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
Initial Bse:	0	0	0	180	0	4	4	87	0	0	71	8
Added Vol:	0	0	0	786	0	0	0	422	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	966	0	4	4	509	0	0	71	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1017	0	4	4	536	0	0	75	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1017	0	4	4	536	0	0	75	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.:	0	0	0	1017	0	4	4	536	0	0	75	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:	0.00	0.00	0.00	1.00	0.00	1.00	0.01	0.99	0.00	0.00	0.90	0.10
Final Sat.:	0	0	0	532	0	645	4	604	0	0	478	53

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	1.91	xxxx	0.01	0.89	0.89	xxxx	xxxx	0.16	0.16
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	433.5	0.0	8.3	38.6	38.6	0.0	0.0	10.9	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	433.5	0.0	8.3	38.6	38.6	0.0	0.0	10.9	10.9
LOS by Move:	*	*	*	F	*	A	E	E	*	*	B	B
ApproachDel:	xxxxxx			431.7			38.6			10.9		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			431.7			38.6			10.9		
LOS by Appr:	*			F			E			B		

2020 Event - Outbound

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Mission / King (West)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.3]

Table with columns for Street Name (King (West)), SR 1 - Mission, and four approaches (North Bound, South Bound, East Bound, West Bound). Rows include Movement, Control, Rights, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. Rows include various volume and adjustment factors.

Critical Gap Module table with columns for Critical Gap and FollowUpTim. Rows include gap and follow-up time values.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows include capacity and volume/capacity values.

Level Of Service Module table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS. Rows include level of service and delay values.

 2020 Event - Outbound

Level Of Service Computation Report

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

 Intersection #30 Highland Ave. / High St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.278
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
 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	0	0 1 0	0	0	0 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	765	85	12	0	60	3	0	0	0	5	3	1
Growth Adj:	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
Initial Bse:	207	23	3	0	16	1	0	0	0	1	1	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:	207	23	3	0	16	1	0	0	0	1	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	217	24	3	0	17	1	0	0	0	1	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	24	3	0	17	1	0	0	0	1	1	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.:	217	24	3	0	17	1	0	0	0	1	1	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:	0.89	0.10	0.01	0.00	0.95	0.05	0.00	0.00	0.00	0.56	0.33	0.11
Final Sat.:	781	87	12	0	827	41	0	0	0	424	254	85

Capacity Analysis Module:

Vol/Sat:	0.28	0.28	0.28	xxxx	0.02	0.02	xxxx	xxxx	xxxx	0.00	0.00	0.00
Crit Moves:	****			****						****		
Delay/Veh:	8.7	8.7	8.7	0.0	7.2	7.2	0.0	0.0	0.0	7.5	7.5	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:	8.7	8.7	8.7	0.0	7.2	7.2	0.0	0.0	0.0	7.5	7.5	7.5
LOS by Move:	A	A	A	*	A	A	*	*	*	A	A	A
ApproachDel:	8.7			7.2			xxxxxx			7.5		
Delay Adj:	1.00			1.00			xxxxxx			1.00		
ApprAdjDel:	8.7			7.2			xxxxxx			7.5		
LOS by Appr:	A			A			*			A		

UC Santa Cruz LRDP EIR
2020 No Project
AM & PM Level of Service Worksheets

2020 AM No Project

Scenario Report

Scenario: 2020 AM No Project
Command: 2020 AM No Project
Volume: 2020 AM No Project
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: None
Trip Distribution: None
Paths: Default Paths
Routes: Default Routes
Configuration: 2020 No Project

2020 AM No Project
-----Turning Movement Report
No Project

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Campus Facilities / Coolidge													
Base	26	5	40	1	3	2	5	737	50	17	205	1	1092
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	5	40	1	3	2	5	737	50	17	205	1	1092
#2 Hagar / Coolidge													
Base	25	4	5	0	0	24	442	272	23	2	141	3	941
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	4	5	0	0	24	442	272	23	2	141	3	941
#3 Hagar / East Collector													
Base	0	35	442	0	24	0	0	0	0	86	0	0	587
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	35	442	0	24	0	0	0	0	86	0	0	587
#4 McLaughlin / Hagar													
Base	130	0	120	0	0	0	0	86	94	124	195	0	749
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	130	0	120	0	0	0	0	86	94	124	195	0	749
#5 Heller / McLaughlin													
Base	0	59	99	26	26	0	0	0	0	132	0	30	372
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	59	99	26	26	0	0	0	0	132	0	30	372
#6 Heller / Meyer													
Base	0	240	104	13	94	0	0	0	0	39	0	16	506
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	240	104	13	94	0	0	0	0	39	0	16	506
#7 Highway 1 / Western													
Base	9	56	28	126	100	22	33	259	16	126	366	141	1282
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	12	17	0	0	0	1	0	0	31	0	0	61
Total	9	68	45	126	100	22	34	259	16	157	366	141	1343
#8 Empire Grade / Western													
Base	128	0	82	0	0	0	0	352	62	54	523	0	1201
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	11	0	2	0	0	0	0	0	19	4	0	0	36
Total	139	0	84	0	0	0	0	352	81	58	523	0	1237
#9 Empire Grade/Heller													
Base	0	0	0	130	0	1	66	189	0	0	138	424	948
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	0	19	0	0	11	0	30
Total	0	0	0	130	0	1	66	208	0	0	149	424	978

2020 AM No Project

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 High / Bay													
Base	348	541	106	45	143	30	55	195	186	87	185	213	2134
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	3	0	0	6	4	2	0	0	0	0	0	15
Total	348	544	106	45	149	34	57	195	186	87	185	213	2149
#11 Iowa / Bay													
Base	36	686	56	14	466	21	35	69	77	47	23	9	1539
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	3	0	0	6	0	0	0	0	0	0	0	9
Total	36	689	56	14	472	21	35	69	77	47	23	9	1548
#12 Escalona / Bay													
Base	25	778	23	151	483	19	12	25	23	6	11	256	1812
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	3	1	0	6	0	0	0	0	2	0	0	12
Total	25	781	24	151	489	19	12	25	23	8	11	256	1824
#13 King / Bay													
Base	6	521	37	127	419	7	23	119	26	114	130	46	1575
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	4	1	0	8	0	0	0	0	2	0	0	15
Total	6	525	38	127	427	7	23	119	26	116	130	46	1590
#14 Mission / Bay													
Base	73	208	114	248	136	61	110	1317	69	200	1001	230	3767
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	8	0	0	10	5	64	0	14	114	0	215
Total	73	208	122	248	136	71	115	1381	69	214	1115	230	3982
#15 Bay / California													
Base	0	309	355	89	251	0	0	0	0	127	0	100	1231
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	8	0	0	14	0	0	0	0	0	0	0	22
Total	0	317	355	89	265	0	0	0	0	127	0	100	1253
#16 Bay / West Clfif													
Base	0	0	0	367	0	67	43	313	0	0	425	356	1571
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	367	0	67	43	313	0	0	425	356	1571
#17 Mission / Laurel													
Base	274	192	67	86	183	8	15	1129	217	70	1169	12	3422
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	6	0	0	0	0	0	0	68	3	0	123	0	200
Total	280	192	67	86	183	8	15	1197	220	70	1292	12	3622

2020 AM No Project

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Mission / Walnut													
Base	57	104	79	121	202	13	53	1096	73	113	1047	15	2973
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	4	0	0	0	0	0	0	66	2	0	119	0	191
Total	61	104	79	121	202	13	53	1162	75	113	1166	15	3164
#19 Mission / King-Union													
Base	1	3	8	1190	0	21	3	1392	1	56	1846	264	4785
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	0	34	0	0	119	0	153
Total	1	3	8	1190	0	21	3	1426	1	56	1965	264	4938
#20 Mission / Chestnut													
Base	120	545	32	107	356	2012	1820	475	53	9	406	96	6031
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	6	1	0	12	111	62	0	0	1	8	0	201
Total	120	551	33	107	368	2123	1882	475	53	10	414	96	6232
#21 SR9 / SR1													
Base	67	178	307	514	205	197	225	2073	114	529	2175	1010	7594
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	3	65	0	0	116	0	184
Total	67	178	307	514	205	197	228	2138	114	529	2291	1010	7778
#22 High / Storey													
Base	85	0	0	0	0	0	0	0	445	1	713	0	1244
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	85	0	0	0	0	0	0	0	445	1	713	0	1244
#23 King / Storey													
Base	0	0	0	480	0	12	9	389	0	0	185	44	1119
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	480	0	12	9	389	0	0	185	44	1119
#24 Mission / King (West)													
Base	0	0	0	21	0	93	36	767	0	26	968	13	1924
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	0	42	0	0	77	0	119
Total	0	0	0	21	0	93	36	809	0	26	1045	13	2043
#25 Mission / Almar-Younglove													
Base	58	190	0	59	0	52	0	826	48	193	920	0	2346
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	26	0	0	0	0	43	0	0	77	0	146
Total	58	190	26	59	0	52	0	869	48	193	997	0	2492

2020 AM No Project

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#26 Highway 1 / Swift													
Base	99	36	247	75	30	9	3	453	42	480	553	38	2065
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	25	0	0	0	0	17	0	46	31	0	119
Total	99	36	272	75	30	9	3	470	42	526	584	38	2184
#27 Delaware / Almar													
Base	19	95	7	15	69	12	30	231	12	10	365	40	905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	47	26	21	0	0	37	0	131
Total	19	95	7	15	69	59	56	252	12	10	402	40	1036
#28 Delaware / Swift													
Base	18	222	66	34	255	144	144	67	43	109	179	85	1366
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	46	25	47	0	0	84	0	202
Total	18	222	66	34	255	190	169	114	43	109	263	85	1568
#29 Lincoln St. / Chestnut St.													
Base	0	378	19	40	213	0	24	82	74	5	0	49	884
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	378	19	40	213	0	24	84	74	5	0	49	886
#30 Highland Ave. / High St.													
Base	709	54	2	0	83	1	0	0	0	1	6	9	865
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	709	54	2	0	83	1	0	0	0	1	6	9	865
#31 Laurel St. / Chestnut St.													
Base	33	96	44	197	35	60	131	514	21	27	526	127	1811
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	0	3	0	0	6	0	9
Total	33	96	44	197	35	60	131	517	21	27	532	127	1820
#32 Water St. / River St.													
Base	59	202	159	75	112	11	24	402	48	197	577	175	2041
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	0	6	0	0	9	0	15
Total	59	202	159	75	112	11	24	408	48	197	586	175	2056
#33 Ocean St. / Water St.													
Base	121	559	37	226	657	336	258	291	37	157	589	115	3383
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	0	6	0	0	9	0	15
Total	121	559	37	226	657	336	258	297	37	157	598	115	3398

2020 AM No Project

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#34 Water St. / Branciforte Ave.													
Base	173	110	75	40	120	137	68	319	161	55	1049	28	2335
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	173	110	75	40	120	137	68	319	161	55	1049	28	2335
#35 Soquel Ave. / Morrissey Blvd./ Water													
Base	10	124	14	255	139	528	412	463	16	8	903	208	3080
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	124	14	255	139	528	412	463	16	8	903	208	3080
#36 Soquel Ave. / Capitola Rd.													
Base	671	27	98	34	10	16	27	587	357	69	619	78	2593
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	671	27	98	34	10	16	27	587	357	69	619	78	2593
#37 Ocean St. / Soquel Ave.													
Base	44	530	101	111	324	89	89	137	37	131	271	82	1946
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	530	101	111	324	89	89	137	37	131	271	82	1946
#38 Seabright Ave. / Soquel Ave.													
Base	157	66	250	14	70	53	22	398	57	132	451	8	1678
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	157	66	250	14	70	53	22	398	57	132	451	8	1678
#39 Broadway / San Lorenzo Blvd.													
Base	482	0	24	0	0	0	0	540	234	0	524	0	1804
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	482	0	24	0	0	0	0	540	234	0	524	0	1804
#40 Seabright Ave. / Murray St.													
Base	49	125	48	160	85	45	61	361	3	37	684	301	1959
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	49	125	48	160	85	45	61	361	3	37	684	301	1959
#41 High / Laurent													
Base	32	10	9	38	29	20	12	372	25	7	603	7	1164
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	10	9	38	29	20	12	372	25	7	603	7	1164
#42 Empire Grade / Cave Gulch													
Base	0	139	0	0	255	0	0	0	0	0	0	0	394
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	139	0	0	255	0	0	0	0	0	0	0	394
#70 Coolidge / East Collector													
Base	53	272	0	0	141	27	27	0	35	0	0	0	555
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	53	272	0	0	141	27	27	0	35	0	0	0	555

2020 AM No Project

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#71 McLaughlin / Chinquapin													
Base	0	0	0	19	0	9	14	119	0	0	221	28	410
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	19	0	9	14	119	0	0	221	28	410
#72 Heller-North Loop / Cave Gulch													
Base	0	89	0	0	52	0	0	0	0	0	0	0	141
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	89	0	0	52	0	0	0	0	0	0	0	141

 2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Campus Facilities / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.707
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
 Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			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	0	0

Volume Module:

Base Vol:	26	5	40	1	3	2	5	737	50	17	205	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	5	40	1	3	2	5	737	50	17	205	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	5	40	1	3	2	5	737	50	17	205	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	32	6	50	1	4	2	6	916	62	21	255	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	6	50	1	4	2	6	916	62	21	255	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.:	32	6	50	1	4	2	6	916	62	21	255	1

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.87	0.87	0.88	0.88	0.88	0.95	0.99	0.99	0.95	1.00	1.00
Lanes:	1.00	0.11	0.89	0.17	0.50	0.33	1.00	0.94	0.06	1.00	0.99	0.01
Final Sat.:	1900	183	1464	279	838	559	1805	1761	120	1805	1889	9

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.00	0.00	0.00	0.00	0.52	0.52	0.01	0.13	0.13
Crit Moves:	****						****			****		
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.02	0.74	0.74	0.02	0.73	0.73
Volume/Cap:	0.27	0.71	0.71	0.09	0.09	0.09	0.18	0.71	0.71	0.71	0.18	0.18
Delay/Veh:	28.8	53.4	53.4	27.8	27.8	27.8	31.6	6.1	6.1	85.4	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	53.4	53.4	27.8	27.8	27.8	31.6	6.1	6.1	85.4	2.5	2.5
HCM2kAvg:	1	2	2	0	0	0	0	11	11	2	2	2

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hagar / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 36 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume categories and 13 rows of adjustment factors.

Saturation Flow Module: Table with 13 columns and 4 rows showing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 13 columns and 9 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Hagar / East Collector

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[9.2]

Table with columns for Street Name (Hagar, East Collector), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0, 1, 0, 1).

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. and rows for Hagar and East Collector.

Critical Gap Module: Table with columns for Critical Gp and FollowUpTim, and rows for Hagar and East Collector.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap., and rows for Hagar and East Collector.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS, and rows for Hagar and East Collector.

2020 AM No Project

Level Of Service Computation Report

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

Intersection #4 McLaughlin / Hagar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.487
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Hagar, McLaughlin), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table showing Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 AM No Project

Level Of Service Computation Report

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

Intersection #5 Heller / McLaughlin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.242
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 Level Of Service: A

Table with columns for Street Name (Heller, McLaughlin), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with columns for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 AM No Project

Level Of Service Computation Report

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

Intersection #6 Heller / Meyer

Cycle (sec): 100 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 0 Level Of Service: A

Table with columns for Street Name (Heller, Meyer), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table for Saturation Flow Module showing Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highway 1 / Western

Cycle (sec): 100 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 46 Level Of Service: C

Table with columns for Street Name (Western, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Empire Grade / Western

Average Delay (sec/veh): 11.3 Worst Case Level Of Service: F[60.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 13 columns for critical gap and follow-up time values.

Capacity Module: Table with 13 columns for capacity-related metrics like Cnflct Vol, Potent Cap., Move Cap., etc.

Level of Service Module: Table with 13 columns for queue, stopped delay, LOS, and approach delay/LOS.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Empire Grade/Heller

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[18.6]

Street Name:	Heller						Empire Grade					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	130	0	1	66	189	0	0	138	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	1	66	189	0	0	138	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	0	0	0	0	0	19	0	0	11	0
Initial Fut:	0	0	0	130	0	1	66	208	0	0	149	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	0	0	164	0	1	83	262	0	0	188	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	164	0	1	83	262	0	0	188	534

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:

Cnflct Vol:	xxxx	xxxx	xxxxx	616	xxxx	188	722	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	457	xxxx	860	890	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	425	xxxx	860	890	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.39	xxxx	0.00	0.09	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	1.8	xxxx	0.0	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	18.7	xxxx	9.2	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			18.6			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 High / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 43 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module table with 12 columns and 4 rows showing saturation flow rates and adjustments.

Capacity Analysis Module table with 12 columns and 10 rows showing capacity analysis metrics.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Iowa / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.350
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 32 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume categories (Base Vol, Growth Adj, etc.) and 13 rows for various adjustment factors.

Saturation Flow Module: Table with 13 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Escalona / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 54 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 King / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.641
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
 Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	6	521	37	127	419	7	23	119	26	114	130	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:	6	521	37	127	419	7	23	119	26	114	130	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	4	1	0	8	0	0	0	0	2	0	0
Initial Fut:	6	525	38	127	427	7	23	119	26	116	130	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	8	685	50	166	557	9	30	155	34	151	170	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	685	50	166	557	9	30	155	34	151	170	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	685	50	166	557	9	30	155	34	151	170	60

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	0.98	0.02	0.14	0.71	0.15	0.47	0.53	1.00
Final Sat.:	1900	1772	128	1900	1869	31	260	1346	294	896	1004	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.39	0.39	0.09	0.30	0.30	0.12	0.12	0.12	0.17	0.17	0.03
Crit Moves:	****			****								
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.01	0.64	0.64	0.14	0.49	0.49	0.44	0.44	0.44	0.64	0.64	0.12
Delay/Veh:	4.7	9.0	9.0	5.2	7.1	7.1	19.0	19.0	19.0	22.4	22.4	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.7	9.0	9.0	5.2	7.1	7.1	19.0	19.0	19.0	22.4	22.4	16.9
HCM2kAvg:	0	10	10	1	6	6	4	4	4	6	6	1

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 1.052

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 64.2

Optimal Cycle: 180 Level Of Service: E

Street Name:	Bay				SR 1 - Mission							
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	0	1	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	73	208	114	248	136	61	110	1317	69	200	1001	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:	73	208	114	248	136	61	110	1317	69	200	1001	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	8	0	0	10	5	64	0	14	114	0
Initial Fut:	73	208	122	248	136	71	115	1381	69	214	1115	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	80	227	133	270	148	77	125	1504	75	233	1215	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	227	133	270	148	77	125	1504	75	233	1215	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	227	133	270	148	77	125	1504	75	233	1215	251

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.93	0.93
Lanes:	1.00	0.63	0.37	1.29	0.71	1.00	1.00	1.90	0.10	1.00	1.66	0.34
Final Sat.:	1805	1132	664	2378	1304	1615	1805	3414	171	1805	2915	601

Capacity Analysis Module:

Vol/Sat:	0.04	0.20	0.20	0.11	0.11	0.05	0.07	0.44	0.44	0.13	0.42	0.42
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.19	0.19	0.11	0.11	0.11	0.08	0.42	0.42	0.12	0.46	0.46
Volume/Cap:	0.23	1.05	1.05	1.05	1.05	0.44	0.90	1.05	1.05	1.05	0.90	0.90
Delay/Veh:	34.6	103	103.4	104.0	104	43.6	92.5	67.3	67.3	118.6	31.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	103	103.4	104.0	104	43.6	92.5	67.3	67.3	118.6	31.6	31.6
HCM2kAvg:	2	18	18	12	12	3	7	35	35	13	24	24

2020 AM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Bay / California

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: D[33.8]

Table with columns for Street Name (Bay, California), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across 12 lanes.

Critical Gap Module table with columns for Critical Gp and FollowUpTim across 12 lanes.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across 12 lanes.

Level of Service Module table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS across 12 lanes.

2020 AM No Project

Level Of Service Computation Report

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

Intersection #16 Bay / West Clif

Cycle (sec): 100 Critical Vol./Cap. (X): 0.868
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 30.5
Optimal Cycle: 0 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 12 columns and 15 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 12 columns and 3 rows. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.943
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 42.7
Optimal Cycle: 136 Level Of Service: D

Table with columns for Street Name (Laurel, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Mission / Walnut

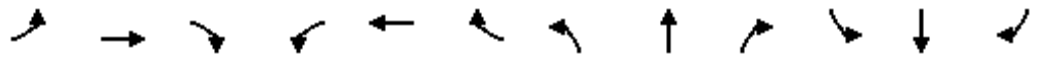
Cycle (sec): 100 Critical Vol./Cap. (X): 1.202
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 41.0
Optimal Cycle: 180 Level Of Service: D

Table with columns for Street Name (Walnut, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕			↕↕		↖	↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95		1.00	0.95			1.00		0.95	0.95	
Frt		1.00		1.00	0.98			0.91		1.00	0.99	
Flt Protected		1.00		0.95	1.00			1.00		0.95	0.95	
Satd. Flow (prot)		3538		1770	3476			1688		1681	1679	
Flt Permitted		0.83		0.95	1.00			1.00		0.95	0.95	
Satd. Flow (perm)		2954		1770	3476			1688		1681	1679	
Volume (vph)	3	1426	1	56	1965	264	1	3	8	1190	0	21
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	3	1455	1	57	2005	269	1	3	8	1214	0	21
RTOR Reduction (vph)	0	0	0	0	7	0	0	7	0	0	1	0
Lane Group Flow (vph)	0	1459	0	57	2267	0	0	5	0	652	582	0
Turn Type	Perm			Prot			Split			Split		
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		66.0		4.0	74.0			18.0		46.0	46.0	
Effective Green, g (s)		66.0		4.0	74.0			18.0		46.0	46.0	
Actuated g/C Ratio		0.44		0.03	0.49			0.12		0.31	0.31	
Clearance Time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1300		47	1715			203		516	515	
v/s Ratio Prot				0.03	c0.65			c0.00		c0.39	0.35	
v/s Ratio Perm		0.49										
v/c Ratio		1.12		1.21	1.32			0.02		1.26	1.13	
Uniform Delay, d1		42.0		73.0	38.0			58.3		52.0	52.0	
Progression Factor		1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2		65.7		200.2	149.0			0.2		133.5	80.8	
Delay (s)		107.7		273.2	187.0			58.5		185.5	132.8	
Level of Service		F		F	F			E		F	F	
Approach Delay (s)		107.7			189.1			58.5			160.6	
Approach LOS		F			F			E			F	

Intersection Summary

HCM Average Control Delay	158.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	109.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 1.109
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 76.3
Optimal Cycle: 180 Level Of Service: E

Table with columns for Street Name (Chestnut, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 1.226
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 77.7
Optimal Cycle: 180 Level Of Service: E

Table with columns for Street Name (SR 9, SR 1), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 High / Storey

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[17.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module: Critical Gp, FollowUpTim

Capacity Module: Cnflict Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS

2020 AM No Project

Level Of Service Computation Report

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

Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 1.040
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 45.8
Optimal Cycle: 0 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 0 1 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 480 0 12 9 389 0 0 185 44
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 480 0 12 9 389 0 0 185 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: 0 0 0 480 0 12 9 389 0 0 185 44
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 0 0 0 539 0 13 10 437 0 0 208 49
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 539 0 13 10 437 0 0 208 49
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 539 0 13 10 437 0 0 208 49

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 0.02 0.98 0.00 0.00 0.81 0.19
Final Sat.: 0 0 0 518 0 625 13 560 0 0 443 105

Capacity Analysis Module:
Vol/Sat: xxxx xxxx xxxx 1.04 xxxx 0.02 0.78 0.78 xxxx xxxx 0.47 0.47
Crit Moves: **** **** ****
Delay/Veh: 0.0 0.0 0.0 76.5 0.0 8.6 27.7 27.7 0.0 0.0 15.0 15.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 76.5 0.0 8.6 27.7 27.7 0.0 0.0 15.0 15.0
LOS by Move: * * * F * A D D * * B B
ApproachDel: xxxxxx 74.9 27.7 15.0
Delay Adj: xxxxxx 1.00 1.00 1.00
ApprAdjDel: xxxxxx 74.9 27.7 15.0
LOS by Appr: * F D B

 2020 AM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #24 Mission / King (West)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: D[26.4]

Street Name:	King (West)						SR 1 - Mission					
Approach:	North Bound			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	1	1	0	1	0

Volume Module:

Base Vol:	0	0	0	21	0	93	36	767	0	26	968	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:	0	0	0	21	0	93	36	767	0	26	968	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	0	0	0	0	0	42	0	0	77	0
Initial Fut:	0	0	0	21	0	93	36	809	0	26	1045	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	21	0	93	36	809	0	26	1045	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	21	0	93	36	809	0	26	1045	13

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1580	xxxx	529	1058	xxxx	xxxxxx	809	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	102	xxxx	499	666	xxxx	xxxxxx	825	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	95	xxxx	499	666	xxxx	xxxxxx	825	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	xxxx	0.19	0.05	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	10.7	xxxx	xxxxxx	9.5	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	280	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	1.9	xxxxxx	0.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	26.4	xxxxxx	10.7	xxxx	xxxxxx	9.5	xxxx	xxxxxx
Shared LOS:	*	*	*	*	D	*	B	*	*	A	*	*
ApproachDel:	xxxxxxx			26.4			xxxxxxx			xxxxxxx		
ApproachLOS:	*			D			*			*		

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Mission / Almar-Younglove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 63 Level Of Service: C

Table with columns for Street Name (Almar - Younglove, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #26 Highway 1 / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 0.714
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.1
 Optimal Cycle: 61 Level Of Service: C

Street Name: Swift					SR 1 - Mission							
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	1	0	0	1	0	1	0	0	1	1	0

Volume Module:

Base Vol:	99	36	247	75	30	9	3	453	42	480	553	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	36	247	75	30	9	3	453	42	480	553	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	25	0	0	0	0	17	0	46	31	0
Initial Fut:	99	36	272	75	30	9	3	470	42	526	584	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	103	38	283	78	31	9	3	490	44	548	608	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	38	283	78	31	9	3	490	44	548	608	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.:	103	38	283	78	31	9	3	490	44	548	608	40

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.85	0.68	0.68	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	0.73	0.27	1.00	0.71	0.29	1.00	1.00	1.84	0.16	1.00	1.88	0.12
Final Sat.:	953	347	1615	924	370	1615	1805	3274	293	1805	3359	219

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.18	0.08	0.08	0.01	0.00	0.15	0.15	0.30	0.18	0.18
Crit Moves:	****						****			****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.01	0.21	0.21	0.43	0.63	0.63
Volume/Cap:	0.44	0.44	0.71	0.34	0.34	0.02	0.29	0.71	0.71	0.71	0.29	0.29
Delay/Veh:	32.9	32.9	40.6	31.7	31.7	28.6	63.7	40.0	40.0	26.9	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	32.9	40.6	31.7	31.7	28.6	63.7	40.0	40.0	26.9	8.5	8.5
HCM2kAvg:	6	6	9	4	4	0	0	9	9	16	4	4

2020 AM No Project

Level Of Service Computation Report

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

Intersection #27 Delaware / Almar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.756
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 0 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume types (Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.) and 4 rows for North, South, East, and West bounds.

Saturation Flow Module: Table with 13 columns for saturation flow values and 3 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr) and 10 rows.

2020 AM No Project

Level Of Service Computation Report

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

Intersection #28 Delaware / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 1.268
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 114.0
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 16 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 3 rows. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 12 rows. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

 2020 AM No Project

Level Of Service Computation Report

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

 Intersection #29 Lincoln St. / Chestnut St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.770
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.1
 Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	378	19	40	213	0	24	82	74	5	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	378	19	40	213	0	24	82	74	5	0	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	0	378	19	40	213	0	24	84	74	5	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	493	25	52	278	0	31	110	96	7	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	493	25	52	278	0	31	110	96	7	0	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.:	0	493	25	52	278	0	31	110	96	7	0	64

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.95	0.05	0.16	0.84	0.00	0.26	0.93	0.81	0.09	0.00	0.91
Final Sat.:	0	640	32	98	524	0	128	459	438	47	0	461

Capacity Analysis Module:

Vol/Sat:	xxxx	0.77	0.77	0.53	0.53	xxxx	0.24	0.24	0.22	0.14	xxxx	0.14
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	22.8	22.8	14.2	14.2	0.0	11.5	11.3	10.4	9.9	0.0	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.8	22.8	14.2	14.2	0.0	11.5	11.3	10.4	9.9	0.0	9.9
LOS by Move:	*	C	C	B	B	*	B	B	B	A	*	A
ApproachDel:	22.8			14.2			11.0			9.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.8			14.2			11.0			9.9		
LOS by Appr:	C			B			B			A		

2020 AM No Project

Level Of Service Computation Report

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

Intersection #30 Highland Ave. / High St.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.056
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 58.9
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for different traffic movements. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for different traffic movements. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

 2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #31 Laurel St. / Chestnut St.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.950
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 20.9
 Optimal Cycle: 97 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	33	96	44	197	35	60	131	514	21	27	526	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	96	44	197	35	60	131	514	21	27	526	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	0	0	0	0	0	3	0	0	6	0
Initial Fut:	33	96	44	197	35	60	131	517	21	27	532	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	42	122	56	251	45	77	167	659	27	34	679	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	122	56	251	45	77	167	659	27	34	679	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.:	42	122	56	251	45	77	167	659	27	34	679	162

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.85	0.64	0.64	0.85	0.15	1.00	0.85	0.28	0.97	0.97
Lanes:	0.26	0.74	1.00	0.85	0.15	1.00	1.00	1.00	1.00	1.00	0.81	0.19
Final Sat.:	420	1223	1615	1028	183	1615	289	1900	1615	522	1489	356

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.03	0.24	0.24	0.05	0.58	0.35	0.02	0.07	0.46	0.46
Crit Moves:				****			****					
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.39	0.39	0.13	0.95	0.95	0.18	0.95	0.57	0.03	0.11	0.75	0.75
Delay/Veh:	19.0	19.0	17.3	59.5	59.5	17.6	64.0	7.7	4.7	5.1	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	19.0	17.3	59.5	59.5	17.6	64.0	7.7	4.7	5.1	11.2	11.2
HCM2kAvg:	3	3	1	14	14	1	26	8	0	1	13	13

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Water St. / River St.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.534
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 51 Level Of Service: C

Table with columns for Street Name (River, Water), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #33 Ocean St. / Water St.

Cycle (sec): 120 Critical Vol./Cap. (X): 0.642
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.6
 Optimal Cycle: 64 Level Of Service: D

Street Name:	Ocean						Water					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	2	0	1	1	2	0	1	1	0	2

Volume Module:

Base Vol:	121	559	37	226	657	336	258	291	37	157	589	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	559	37	226	657	336	258	291	37	157	589	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	0	0	0	0	0	6	0	0	9	0
Initial Fut:	121	559	37	226	657	336	258	297	37	157	598	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	130	599	40	242	703	360	276	318	40	168	640	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	599	40	242	703	360	276	318	40	168	640	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	599	40	242	703	360	276	318	40	168	640	123

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	3156	393	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.17	0.02	0.13	0.19	0.22	0.08	0.10	0.10	0.09	0.18	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.26	0.26	0.21	0.34	0.46	0.12	0.21	0.21	0.19	0.28	0.49
Volume/Cap:	0.57	0.64	0.09	0.64	0.57	0.48	0.64	0.49	0.49	0.49	0.64	0.16
Delay/Veh:	52.8	41.1	33.9	47.1	33.0	22.6	53.4	42.4	42.4	44.3	39.6	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	41.1	33.9	47.1	33.0	22.6	53.4	42.4	42.4	44.3	39.6	17.3
HCM2kAvg:	5	11	1	9	11	9	6	6	6	6	11	2

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Water St. / Branciforte Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.812
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 33.2
Optimal Cycle: 85 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 13 rows of volume-related metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, etc.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Soquel Ave. / Morrissey Blvd./ Water

Cycle (sec): 85 Critical Vol./Cap. (X): 1.088
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 65.8
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Soquel Ave. / Capitola Rd.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 13 rows of volume-related metrics such as Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ocean St. / Soquel Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: 50 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Protected), Rights (Include), Min. Green (7, 10, 10), and Lanes (1, 0, 2, 0, 1).

Volume Module table with 13 columns and 14 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows. Rows include Sat/Lane (1900), Adjustment (0.95), Lanes (1.00, 2.00), and Final Sat. (1805, 3610, 1615).

Capacity Analysis Module table with 13 columns and 10 rows. Rows include Vol/Sat (0.03), Crit Moves (****), Green/Cycle (0.21), Volume/Cap (0.14), Delay/Veh (32.6), User DelAdj (1.00), AdjDel/Veh (32.6), and HCM2kAvg (1, 8, 3, 4, 5, 2, 4, 4, 4, 5, 7, 7).

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Seabright Ave. / Soquel Ave.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: 57 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns showing saturation flow rates and adjustment factors for different lane configurations.

Capacity Analysis Module: Table with 13 columns showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

 2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #39 Broadway / San Lorenzo Blvd.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.716
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 13.1
 Optimal Cycle: 45 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:	Split Phase				Split Phase				Permitted				Permitted				
Rights:	Include				Include				Ovl				Include				
Min. Green:	10	0	10		0	0	0		0	10	10		0	10	0		
Lanes:	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	2	0

Volume Module:

Base Vol:	482	0	24	0	0	0	0	540	234	0	524	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	0	24	0	0	0	0	540	234	0	524	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:	482	0	24	0	0	0	0	540	234	0	524	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	543	0	27	0	0	0	0	608	264	0	590	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	0	27	0	0	0	0	608	264	0	590	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.:	543	0	27	0	0	0	0	608	264	0	590	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1615	0	3610	0

Capacity Analysis Module:

Vol/Sat:	0.30	0.00	0.02	0.00	0.00	0.00	0.00	0.32	0.16	0.00	0.16	0.00
Crit Moves:	****							****				
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.45	0.87	0.00	0.45	0.00
Volume/Cap:	0.72	0.00	0.04	0.00	0.00	0.00	0.00	0.72	0.19	0.00	0.37	0.00
Delay/Veh:	17.7	0.0	10.3	0.0	0.0	0.0	0.0	16.4	0.7	0.0	11.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	0.0	10.3	0.0	0.0	0.0	0.0	16.4	0.7	0.0	11.1	0.0
HCM2kAvg:	10	0	0	0	0	0	0	11	1	0	4	0

2020 AM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Seabright Ave. / Murray St.

Cycle (sec): 80 Critical Vol./Cap. (X): 1.077
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 108.3
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 AM No Project

Level Of Service Computation Report

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

Intersection #41 High / Laurent

Cycle (sec): 100 Critical Vol./Cap. (X): 0.928
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 0 Level Of Service: D

Table with columns for Street Name (Laurent, High), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module table with columns for Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #42 Empire Grade / Cave Gulch

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

Table with columns for Street Name (Empire Grade, Cave Gulch), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0, 1, 0, 0).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across 12 movement categories.

Critical Gap Module table with columns for Critical Gp and FollowUpTim, all values are xxxxx.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap, all values are xxxxx.

Level Of Service Module table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #70 Coolidge / East Collector

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[10.9]

Table with columns for Street Name (Coolidge, East Collector), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1, 0, 1, 0, 0).

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. and rows for Coolidge and East Collector.

Critical Gap Module: Table with columns for Critical Gap, FollowUpTim and rows for Coolidge and East Collector.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. and rows for Coolidge and East Collector.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS and rows for Coolidge and East Collector.

2020 AM No Project

Level Of Service Computation Report

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

Intersection #71 McLaughlin / Chinquapin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.307
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 0 Level Of Service: A

Table with columns for Street Name (Chinquapin, McLaughlin), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module: Table with columns for Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr.

2020 AM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #72 Heller-North Loop / Cave Gulch

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

Table with columns for Street Name (Heller-North Loop, Cave Gulch), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0, 1, 0, 0).

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across 12 lanes.

Critical Gap Module: Table with columns for Critical Gp and FollowUpTim, all values are xxxxx.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap., all values are xxxxx.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

2020 PM No Project

Scenario Report

Scenario: 2020 PM No Project
Command: 2020 PM No Project
Volume: 2020 PM No Project
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: None
Trip Distribution: None
Paths: Default Paths
Routes: Default Routes
Configuration: 2020 No Project

2020 PM No Project
-----Turning Movement Report
No Project

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Campus Facilities / Coolidge													
Base	76	0	31	0	0	9	4	486	35	12	688	1	1342
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	76	0	31	0	0	9	4	486	35	12	688	1	1342
#2 Hagar / Coolidge													
Base	32	2	4	0	2	35	157	324	29	9	290	2	886
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	2	4	0	2	35	157	324	29	9	290	2	886
#3 Hagar / East Collector													
Base	0	15	157	0	35	0	0	0	0	307	0	0	514
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	15	157	0	35	0	0	0	0	307	0	0	514
#4 McLaughlin / Hagar													
Base	169	0	256	0	0	0	0	207	96	215	172	0	1115
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	169	0	256	0	0	0	0	207	96	215	172	0	1115
#5 Heller / McLaughlin													
Base	0	59	186	21	80	0	0	0	0	197	0	29	572
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	59	186	21	80	0	0	0	0	197	0	29	572
#6 Heller / Meyer													
Base	0	195	50	19	293	0	0	0	0	117	0	26	700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	195	50	19	293	0	0	0	0	117	0	26	700
#7 Highway 1 / Western													
Base	26	79	91	189	91	21	20	468	21	40	431	233	1710
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	24	36	0	0	14	0	2	0	0	20	0	0	96
Total	50	115	91	189	105	21	22	468	21	60	431	233	1806
#8 Empire Grade / Western													
Base	152	0	60	0	0	0	0	497	150	80	448	0	1387
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	22	0	4	0	0	0	0	0	12	2	0	0	40
Total	174	0	64	0	0	0	0	497	162	82	448	0	1427
#9 Empire Grade/Heller													
Base	0	0	0	470	0	24	13	72	0	0	149	383	1111
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	0	12	0	0	32	0	44
Total	0	0	0	470	0	24	13	84	0	0	181	383	1155

2020 PM No Project

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 High / Bay													
Base	250	260	51	270	499	68	53	210	300	85	247	176	2469
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	7	0	0	4	2	4	0	0	0	0	0	17
Total	250	267	51	270	503	70	57	210	300	85	247	176	2486
#11 Iowa / Bay													
Base	62	710	37	21	1043	54	57	33	63	52	43	17	2192
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	7	0	0	4	0	0	0	0	0	0	0	11
Total	62	717	37	21	1047	54	57	33	63	52	43	17	2203
#12 Escalona / Bay													
Base	58	700	11	151	757	32	17	19	48	7	17	86	1903
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	17	2	0	4	0	0	0	0	1	0	0	24
Total	58	717	13	151	761	32	17	19	48	8	17	86	1927
#13 King / Bay													
Base	22	584	41	298	752	26	33	177	30	69	180	210	2422
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	9	2	0	5	0	0	0	0	1	0	0	17
Total	22	593	43	298	757	26	33	177	30	70	180	210	2439
#14 Mission / Bay													
Base	93	193	52	343	219	158	213	1371	97	250	1407	215	4611
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	16	0	0	6	11	131	0	9	42	0	215
Total	93	193	68	343	219	164	224	1502	97	259	1449	215	4826
#15 Bay / California													
Base	0	334	243	78	388	0	0	0	0	208	0	94	1345
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	16	0	0	9	0	0	0	0	0	0	0	25
Total	0	350	243	78	397	0	0	0	0	208	0	94	1370
#16 Bay / West Clfif													
Base	0	0	0	376	0	83	61	431	0	0	478	435	1864
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	376	0	83	61	431	0	0	478	435	1864
#17 Mission / Laurel													
Base	362	231	45	42	262	16	17	1188	371	69	1296	52	3951
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	0	141	7	0	78	0	226
Total	362	231	45	42	262	16	17	1329	378	69	1374	52	4177

2020 PM No Project

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Mission / Walnut													
Base	79	87	67	72	123	11	16	1036	57	47	1237	18	2850
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	2	0	0	0	0	0	0	137	4	0	75	0	218
Total	81	87	67	72	123	11	16	1173	61	47	1312	18	3068
#19 Mission / King-Union													
Base	3	7	13	1073	1	8	2	1537	3	34	1547	235	4463
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	0	137	0	0	65	0	202
Total	3	7	13	1073	1	8	2	1674	3	34	1612	235	4665
#20 Mission / Chestnut													
Base	157	409	47	59	461	1931	1633	616	122	13	497	60	6005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	13	2	0	7	70	127	9	0	0	5	0	233
Total	157	422	49	59	468	2001	1760	625	122	13	502	60	6238
#21 SR9 / SR1													
Base	144	297	471	826	297	165	258	1839	145	476	1857	575	7350
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	4	7	134	0	0	74	0	219
Total	144	297	471	826	297	169	265	1973	145	476	1931	575	7569
#22 High / Storey													
Base	63	0	0	0	0	0	0	0	525	13	626	0	1227
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	63	0	0	0	0	0	0	0	525	13	626	0	1227
#23 King / Storey													
Base	0	0	0	563	0	15	14	270	0	0	238	29	1129
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	563	0	15	14	270	0	0	238	29	1129
#24 Mission / King (West)													
Base	0	0	0	22	0	70	75	1079	0	48	779	28	2101
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	0	89	0	0	49	0	138
Total	0	0	0	22	0	70	75	1168	0	48	828	28	2239
#25 Mission / Almar-Younglove													
Base	186	206	3	71	0	57	0	1150	98	411	966	0	3148
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	54	0	0	0	0	88	0	0	49	0	191
Total	186	206	57	71	0	57	0	1238	98	411	1015	0	3339

2020 PM No Project

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#26 Highway 1 / Swift													
Base	100	50	316	75	17	3	9	673	87	268	538	79	2215
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	53	0	0	0	0	36	0	29	20	0	138
Total	100	50	369	75	17	3	9	709	87	297	558	79	2353
#27 Delaware / Almar													
Base	9	100	28	39	119	49	51	414	7	19	192	67	1094
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	30	0	54	41	0	0	24	0	149
Total	9	100	28	39	149	49	105	455	7	19	216	67	1243
#28 Delaware / Swift													
Base	7	147	34	91	222	67	110	222	33	31	91	54	1109
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	29	53	97	0	0	53	0	232
Total	7	147	34	91	222	96	163	319	33	31	144	54	1341
#29 Lincoln St. / Chestnut St.													
Base	0	241	60	71	306	0	10	108	40	17	0	85	938
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	0	4	0	0	2	0	6
Total	0	241	60	71	306	0	10	112	40	17	2	85	944
#30 Highland Ave. / High St.													
Base	714	85	12	0	60	3	0	0	0	5	3	1	883
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	714	85	12	0	60	3	0	0	0	5	3	1	883
#31 Laurel St. / Chestnut St.													
Base	40	27	72	201	48	72	76	801	27	47	725	121	2257
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	0	7	0	0	0	0	7
Total	40	27	72	201	48	72	76	808	27	47	725	121	2264
#32 Water St. / River St.													
Base	131	329	355	197	284	34	47	594	72	299	670	223	3235
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	0	11	0	0	5	0	16
Total	131	329	355	197	284	34	47	605	72	299	675	223	3251
#33 Ocean St. / Water St.													
Base	157	573	109	352	821	287	377	711	80	111	556	183	4317
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Marine	0	0	0	0	0	0	0	11	0	0	5	0	16
Total	157	573	109	352	821	287	377	722	80	111	561	183	4333

2020 PM No Project

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#34 Water St. / Branciforte Ave.													
Base	198	260	44	42	134	87	285	843	253	80	1204	68	3498
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	198	260	44	42	134	87	285	843	253	80	1204	68	3498
#35 Soquel Ave. / Morrissey Blvd./ Water													
Base	23	158	27	262	184	490	451	1331	32	55	985	274	4272
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	158	27	262	184	490	451	1331	32	55	985	274	4272
#36 Soquel Ave. / Capitola Rd.													
Base	605	14	35	45	35	25	27	1021	887	68	610	26	3398
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	605	14	35	45	35	25	27	1021	887	68	610	26	3398
#37 Ocean St. / Soquel Ave.													
Base	56	436	113	315	739	145	140	551	156	89	347	140	3227
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	56	436	113	315	739	145	140	551	156	89	347	140	3227
#38 Seabright Ave. / Soquel Ave.													
Base	196	40	254	49	108	78	57	785	109	203	496	15	2390
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	196	40	254	49	108	78	57	785	109	203	496	15	2390
#39 Broadway / San Lorenzo Blvd.													
Base	442	0	58	0	0	0	0	671	616	0	578	0	2365
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	442	0	58	0	0	0	0	671	616	0	578	0	2365
#40 Seabright Ave. / Murray St.													
Base	61	112	133	386	132	53	69	903	4	55	556	249	2713
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	61	112	133	386	132	53	69	903	4	55	556	249	2713
#41 High / Laurent													
Base	15	13	5	16	15	5	22	545	30	12	572	12	1262
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	13	5	16	15	5	22	545	30	12	572	12	1262
#42 Empire Grade / Cave Gulch													
Base	0	173	0	0	85	0	0	0	0	0	0	0	258
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	173	0	0	85	0	0	0	0	0	0	0	258
#70 Coolidge / East Collector													
Base	54	324	0	0	290	44	50	0	60	0	0	0	822
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	54	324	0	0	290	44	50	0	60	0	0	0	822

2020 PM No Project

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#71 McLaughlin / Chinquapin													
Base	0	0	0	46	0	9	23	266	0	0	281	51	676
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	46	0	9	23	266	0	0	281	51	676
#72 Heller-North Loop / Cave Gulch													
Base	0	88	0	0	101	0	0	0	0	0	0	0	189
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	88	0	0	101	0	0	0	0	0	0	0	189

 2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #1 Campus Facilities / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.647
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
 Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			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	0	0

Volume Module:

Base Vol:	76	0	31	0	0	9	4	486	35	12	688	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	0	31	0	0	9	4	486	35	12	688	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	0	31	0	0	9	4	486	35	12	688	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	94	0	39	0	0	11	5	604	43	15	855	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	39	0	0	11	5	604	43	15	855	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.:	94	0	39	0	0	11	5	604	43	15	855	1

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	0.87	0.95	0.99	0.99	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.93	0.07	1.00	0.99	0.01
Final Sat.:	1461	0	1615	0	0	1644	1805	1755	126	1805	1897	3

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.02	0.00	0.00	0.01	0.00	0.34	0.34	0.01	0.45	0.45
Crit Moves:	****						****			****		
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.10	0.00	0.68	0.68	0.02	0.70	0.70
Volume/Cap:	0.65	0.00	0.24	0.00	0.00	0.07	0.65	0.50	0.50	0.50	0.65	0.65
Delay/Veh:	35.7	0.0	25.7	0.0	0.0	24.7	143.9	4.9	4.9	42.4	6.2	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	0.0	25.7	0.0	0.0	24.7	143.9	4.9	4.9	42.4	6.2	6.2
HCM2kAvg:	4	0	1	0	0	0	1	6	6	1	10	10

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hagar / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.359
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 32 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 13 rows of volume-related metrics such as Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Hagar / East Collector

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: B[10.7]

Table with columns for Street Name (Hagar, East Collector), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0, 1).

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. and rows for Hagar and East Collector.

Critical Gap Module: Table with columns for Critical Gp and FollowUpTim, and rows for Hagar and East Collector.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap., and rows for Hagar and East Collector.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS, and rows for Hagar and East Collector.

 2020 PM No Project

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

 Intersection #4 McLaughlin / Hagar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.732
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 19.1
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Hagar						McLaughlin					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	0 0 0	0	0	0 1 0	0	1	0 0 0

Volume Module:

Base Vol:	169	0	256	0	0	0	0	207	96	215	172	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	0	256	0	0	0	0	207	96	215	172	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:	169	0	256	0	0	0	0	207	96	215	172	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	184	0	278	0	0	0	0	225	104	234	187	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	0	278	0	0	0	0	225	104	234	187	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	184	0	278	0	0	0	0	225	104	234	187	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:	0.40	0.00	0.60	0.00	0.00	0.00	0.00	0.68	0.32	0.56	0.44	0.00
Final Sat.:	251	0	380	0	0	0	0	411	191	332	266	0

Capacity Analysis Module:

Vol/Sat:	0.73	xxxx	0.73	xxxx	xxxx	xxxx	xxxx	0.55	0.55	0.70	0.70	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	20.8	0.0	20.8	0.0	0.0	0.0	0.0	14.8	14.8	20.5	20.5	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:	20.8	0.0	20.8	0.0	0.0	0.0	0.0	14.8	14.8	20.5	20.5	0.0
LOS by Move:	C	*	C	*	*	*	*	B	B	C	C	*
ApproachDel:	20.8			xxxxxx				14.8			20.5	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	20.8			xxxxxx				14.8			20.5	
LOS by Appr:	C			*				B			C	

2020 PM No Project

Level Of Service Computation Report

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

Intersection #5 Heller / McLaughlin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.375
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 0 Level Of Service: A

Table with columns for Street Name (Heller, McLaughlin), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with columns for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 PM No Project

Level Of Service Computation Report

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

Intersection #6 Heller / Meyer

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Heller, Meyer), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with columns for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

 2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #7 Highway 1 / Western

Cycle (sec): 100 Critical Vol./Cap. (X): 0.801
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.5
 Optimal Cycle: 77 Level Of Service: C

Street Name:	Western						SR 1 - Mission					
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	0	1! 0 0	1	0	0 1 0	1	0	0 1 0

Volume Module:

Base Vol:	26	79	91	189	91	21	20	468	21	40	431	233
Growth Adj:	1.00	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	79	91	189	91	21	20	468	21	40	431	233
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	24	36	0	0	14	0	2	0	0	20	0	0
Initial Fut:	50	115	91	189	105	21	22	468	21	60	431	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	53	122	97	201	112	22	23	498	22	64	459	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	122	97	201	112	22	23	498	22	64	459	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	122	97	201	112	22	23	498	22	64	459	248

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.59	0.59	0.59	0.95	0.99	0.99	0.95	0.95	0.95
Lanes:	0.19	0.45	0.36	0.60	0.33	0.07	1.00	0.96	0.04	1.00	0.65	0.35
Final Sat.:	313	720	570	672	373	75	1805	1807	81	1805	1168	631

Capacity Analysis Module:

Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.01	0.28	0.28	0.04	0.39	0.39
Crit Moves:				****			****			****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.02	0.45	0.45	0.06	0.49	0.49
Volume/Cap:	0.45	0.45	0.45	0.80	0.80	0.80	0.80	0.61	0.61	0.61	0.80	0.80
Delay/Veh:	24.2	24.2	24.2	38.5	38.5	38.5	135.1	22.3	22.3	56.5	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	24.2	24.2	38.5	38.5	38.5	135.1	22.3	22.3	56.5	26.7	26.7
HCM2kAvg:	7	7	7	17	17	17	2	13	13	3	20	20

2020 PM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Empire Grade / Western

Average Delay (sec/veh): 36.5 Worst Case Level Of Service: F[215.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module: Critical Gp, FollowUpTim

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS

2020 PM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Empire Grade/Heller

Average Delay (sec/veh): 20.1 Worst Case Level Of Service: E[46.7]

Table with columns for Street Name (Heller, Empire Grade), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes (0, 1).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across four approaches.

Critical Gap Module table with columns for Critical Gp and FollowUpTim across four approaches.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across four approaches.

Level Of Service Module table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS across four approaches.

 2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 High / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.717
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.6
 Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	250	260	51	270	499	68	53	210	300	85	247	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	260	51	270	499	68	53	210	300	85	247	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	7	0	0	4	2	4	0	0	0	0	0
Initial Fut:	250	267	51	270	503	70	57	210	300	85	247	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	273	291	56	295	549	76	62	229	328	93	270	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	291	56	295	549	76	62	229	328	93	270	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.:	273	291	56	295	549	76	62	229	328	93	270	192

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.80	0.80	0.85	0.78	0.78	0.85
Lanes:	1.00	1.68	0.32	1.00	1.76	0.24	0.21	0.79	1.00	0.26	0.74	1.00
Final Sat.:	1805	2958	565	1805	3112	433	323	1190	1615	377	1097	1615

Capacity Analysis Module:

Vol/Sat:	0.15	0.10	0.10	0.16	0.18	0.18	0.19	0.19	0.20	0.25	0.25	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.21	0.17	0.17	0.29	0.25	0.25	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.72	0.57	0.57	0.57	0.72	0.72	0.56	0.56	0.59	0.72	0.72	0.35
Delay/Veh:	28.4	24.1	24.1	19.9	23.6	23.6	17.5	17.5	18.0	22.1	22.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	24.1	24.1	19.9	23.6	23.6	17.5	17.5	18.0	22.1	22.1	15.1
HCM2kAvg:	7	4	4	6	7	7	6	6	6	9	9	3

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Iowa / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 41 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Escalona / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 41 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 16 rows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 King / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.819
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 15.6
 Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	22	584	41	298	752	26	33	177	30	69	180	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	584	41	298	752	26	33	177	30	69	180	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	9	2	0	5	0	0	0	0	1	0	0
Initial Fut:	22	593	43	298	757	26	33	177	30	70	180	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	29	774	56	389	988	34	43	231	39	91	235	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	774	56	389	988	34	43	231	39	91	235	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.:	29	774	56	389	988	34	43	231	39	91	235	274

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	0.97	0.03	0.14	0.74	0.12	0.28	0.72	1.00
Final Sat.:	1900	1772	128	1900	1837	63	261	1401	237	532	1368	1900

Capacity Analysis Module:

Vol/Sat:	0.02	0.44	0.44	0.20	0.54	0.54	0.16	0.16	0.16	0.17	0.17	0.14
Crit Moves:					****						****	
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.02	0.67	0.67	0.31	0.82	0.82	0.79	0.79	0.79	0.82	0.82	0.69
Delay/Veh:	3.6	7.6	7.6	4.6	12.0	12.0	32.4	32.4	32.4	35.2	35.2	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	7.6	7.6	4.6	12.0	12.0	32.4	32.4	32.4	35.2	35.2	26.9
HCM2kAvg:	0	10	10	3	17	17	8	8	8	8	8	6

 2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 1.149
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 111.6
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Bay				SR 1 - Mission							
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	0	1	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	93	193	52	343	219	158	213	1371	97	250	1407	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	193	52	343	219	158	213	1371	97	250	1407	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	16	0	0	6	11	131	0	9	42	0
Initial Fut:	93	193	68	343	219	164	224	1502	97	259	1449	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	101	210	74	374	239	179	244	1636	106	282	1578	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	210	74	374	239	179	244	1636	106	282	1578	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	101	210	74	374	239	179	244	1636	106	282	1578	234

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.93	0.93
Lanes:	1.00	0.74	0.26	1.22	0.78	1.00	1.00	1.88	0.12	1.00	1.74	0.26
Final Sat.:	1805	1350	476	2250	1436	1615	1805	3360	217	1805	3084	458

Capacity Analysis Module:

Vol/Sat:	0.06	0.16	0.16	0.17	0.17	0.11	0.14	0.49	0.49	0.16	0.51	0.51
Crit Moves:			****		****			****		****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.12	0.42	0.42	0.14	0.44	0.44
Volume/Cap:	0.41	1.15	1.15	1.15	1.15	0.77	1.16	1.15	1.15	1.15	1.16	1.16
Delay/Veh:	40.7	147	146.6	129.8	130	55.1	154.4	104	103.9	146.7	106	105.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	147	146.6	129.8	130	55.1	154.4	104	103.9	146.7	106	105.6
HCM2kAvg:	3	17	17	18	18	7	15	44	44	17	46	46

2020 PM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Bay / California

Average Delay (sec/veh): 23.9 Worst Case Level Of Service: F[105.9]

Table with columns for Street Name, Bay (North/South/East/West Bound), Approach, Movement, Control, Rights, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module table with columns for Critical Gp and FollowUpTim.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level of Service Module table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

2020 PM No Project

Level Of Service Computation Report

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

Intersection #16 Bay / West Clif

Cycle (sec): 100 Critical Vol./Cap. (X): 1.034
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 57.3
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 1.138
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 79.4
Optimal Cycle: 180 Level Of Service: E

Table with columns for Street Name (Laurel, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Mission / Walnut

Cycle (sec): 100 Critical Vol./Cap. (X): 0.775
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 81 Level Of Service: C

Table with columns for Street Name (Walnut, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

HCM Signalized Intersection Capacity Analysis
 3: Mission - SR 1 & King

2020 PM No Project
 9/13/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↕	↕↕			↕↕		↕	↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95		1.00	0.95			1.00		0.95	0.95	
Fr _t		1.00		1.00	0.98			0.92		1.00	1.00	
Fl _t Protected		1.00		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (prot)		3538		1770	3472			1709		1681	1683	
Fl _t Permitted		0.86		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (perm)		3035		1770	3472			1709		1681	1683	
Volume (vph)	2	1674	3	34	1612	235	3	7	13	1073	1	8
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	2	1708	3	35	1645	240	3	7	13	1095	1	8
RTOR Reduction (vph)	0	0	0	0	8	0	0	12	0	0	1	0
Lane Group Flow (vph)	0	1713	0	35	1877	0	0	11	0	577	526	0
Turn Type	Perm		Prot		Split			Split				
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		71.6		3.2	78.8			17.0		43.0	43.0	
Effective Green, g (s)		71.6		3.2	78.8			17.0		43.0	43.0	
Actuated g/C Ratio		0.47		0.02	0.52			0.11		0.29	0.29	
Clearance Time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1441		38	1814			193		479	480	
v/s Ratio Prot				0.02	c0.54			c0.01		c0.34	0.31	
v/s Ratio Perm		c0.56										
v/c Ratio		1.19		0.92	1.03			0.06		1.20	1.10	
Uniform Delay, d ₁		39.6		73.7	36.0			59.8		53.9	53.9	
Progression Factor		1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d ₂		92.2		114.3	30.7			0.6		110.5	69.9	
Delay (s)		131.8		188.0	66.7			60.3		164.4	123.8	
Level of Service		F		F	E			E		F	F	
Approach Delay (s)		131.8			69.0			60.3			145.0	
Approach LOS		F			E			E			F	

Intersection Summary

HCM Average Control Delay	109.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	150.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 1.112
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 72.8
Optimal Cycle: 180 Level Of Service: E

Table with columns for Street Name (Chestnut, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

 2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 1.122
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 107.2
 Optimal Cycle: 180 Level Of Service: F

Street Name:	SR 9						SR 1					
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	0	1	0	3	0	1	2

Volume Module:

Base Vol:	144	297	471	826	297	165	258	1839	145	476	1857	575
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	297	471	826	297	165	258	1839	145	476	1857	575
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	0	0	0	4	7	134	0	0	74	0
Initial Fut:	144	297	471	826	297	169	265	1973	145	476	1931	575
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	155	319	506	887	319	182	285	2119	156	511	2074	618
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	319	506	887	319	182	285	2119	156	511	2074	618
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	155	319	506	887	319	182	285	2119	156	511	2074	618

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.92	1.00	0.85	0.95	0.91	0.85	0.92	0.91	0.85
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1805	1900	2842	3502	1900	1615	1805	5187	1615	3502	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.17	0.18	0.25	0.17	0.11	0.16	0.41	0.10	0.15	0.40	0.38
Crit Moves:			****	****			****			****		
Green/Cycle:	0.16	0.16	0.16	0.23	0.23	0.23	0.14	0.37	0.37	0.13	0.36	0.36
Volume/Cap:	0.54	1.06	1.12	1.12	0.74	0.50	1.12	1.12	0.26	1.12	1.12	1.07
Delay/Veh:	54.3	125	136.8	123.3	55.5	46.6	151.3	103	30.3	136.2	106	102.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	125	136.8	123.3	55.5	46.6	151.3	103	30.3	136.2	106	102.0
HCM2kAvg:	7	19	17	29	14	7	20	42	4	18	41	35

2020 PM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 High / Storey

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[15.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for traffic volumes and adjustment factors like Base Vol, Growth Adj, PHF Adj, etc.

Critical Gap Module: Table with 13 columns for critical gap and follow-up time values.

Capacity Module: Table with 13 columns for capacity-related metrics like Cnflict Vol, Potent Cap., Move Cap., etc.

Level of Service Module: Table with 13 columns for queue, delay, LOS, and approach delay/LOS values.

2020 PM No Project

Level Of Service Computation Report

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

Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 1.131
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 59.9
Optimal Cycle: 0 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 0 1 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 563 0 15 14 270 0 0 238 29
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 563 0 15 14 270 0 0 238 29
Added Vol: 0 0 0 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 0 563 0 15 14 270 0 0 238 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0 611 0 16 15 293 0 0 258 31
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 611 0 16 15 293 0 0 258 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.: 0 0 0 611 0 16 15 293 0 0 258 31

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 0.05 0.95 0.00 0.00 0.89 0.11
Final Sat.: 0 0 0 540 0 657 28 538 0 0 507 62

Capacity Analysis Module:
Vol/Sat: xxxx xxxx xxxx 1.13 xxxx 0.02 0.54 0.54 xxxx xxxx 0.51 0.51
Crit Moves: ****
Delay/Veh: 0.0 0.0 0.0 104.2 0.0 8.3 16.5 16.5 0.0 0.0 15.5 15.5
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: 0.0 0.0 0.0 104.2 0.0 8.3 16.5 16.5 0.0 0.0 15.5 15.5
LOS by Move: * * * F * A C C * * C C
ApproachDel: xxxxxx 101.7 16.5 15.5
Delay Adj: xxxxxx 1.00 1.00 1.00
ApprAdjDel: xxxxxx 101.7 16.5 15.5
LOS by Appr: * F C C

2020 PM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Mission / King (West)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: E[42.6]

Table with columns for Street Name (King (West)), SR 1 - Mission, and four approaches (North Bound, South Bound, East Bound, West Bound). Rows include Movement, Control, Rights, and Lanes.

Volume Module table with columns for various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.) and rows for each approach.

Critical Gap Module table with columns for Critical Gap and FollowUpTim for each approach.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach.

Level Of Service Module table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS for each approach.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Mission / Almar-Younglove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.998
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 49.4
Optimal Cycle: 175 Level Of Service: D

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include North Bound, South Bound, East Bound, West Bound movements and their respective controls and rights.

Volume Module: Table with columns for various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.) and rows for different approaches.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. and rows for different approaches.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg and rows for different approaches.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #26 Highway 1 / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.2
 Optimal Cycle: 64 Level Of Service: C

Street Name: Swift					SR 1 - Mission							
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	1	0	0	1	0	1	0	0	1	1	0

Volume Module:

Base Vol:	100	50	316	75	17	3	9	673	87	268	538	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	50	316	75	17	3	9	673	87	268	538	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	53	0	0	0	0	36	0	29	20	0
Initial Fut:	100	50	369	75	17	3	9	709	87	297	558	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	104	52	384	78	18	3	9	739	91	309	581	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	52	384	78	18	3	9	739	91	309	581	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	52	384	78	18	3	9	739	91	309	581	82

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.74	0.85	0.69	0.69	0.85	0.95	0.93	0.93	0.95	0.93	0.93
Lanes:	0.67	0.33	1.00	0.82	0.18	1.00	1.00	1.78	0.22	1.00	1.75	0.25
Final Sat.:	939	469	1615	1067	242	1615	1805	3164	388	1805	3102	439

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.24	0.07	0.07	0.00	0.01	0.23	0.23	0.17	0.19	0.19
Crit Moves:	****						****			****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.01	0.32	0.32	0.23	0.54	0.54
Volume/Cap:	0.34	0.34	0.73	0.22	0.22	0.01	0.35	0.73	0.73	0.73	0.35	0.35
Delay/Veh:	26.0	26.0	35.0	24.8	24.8	22.8	56.4	32.7	32.7	41.7	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	26.0	35.0	24.8	24.8	22.8	56.4	32.7	32.7	41.7	13.2	13.2
HCM2kAvg:	5	5	12	3	3	0	1	13	13	11	6	6

2020 PM No Project

Level Of Service Computation Report

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

Intersection #27 Delaware / Almar

Cycle (sec): 100 Critical Vol./Cap. (X): 1.051
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 43.2
Optimal Cycle: 0 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 3 rows showing adjustment factors, lane saturation, and final saturation values.

Capacity Analysis Module: Table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Delay/Veh, and LOS by Move/Approach.

 2020 PM No Project

Level Of Service Computation Report

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

 Intersection #28 Delaware / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 1.146
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 63.3
 Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	7	147	34	91	222	67	110	222	33	31	91	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	147	34	91	222	67	110	222	33	31	91	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	0	0	0	29	53	97	0	0	53	0
Initial Fut:	7	147	34	91	222	96	163	319	33	31	144	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	8	167	39	104	253	109	186	363	38	35	164	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	167	39	104	253	109	186	363	38	35	164	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	167	39	104	253	109	186	363	38	35	164	62

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:	0.04	0.78	0.18	0.22	0.55	0.23	0.32	0.62	0.06	0.13	0.63	0.24
Final Sat.:	16	342	79	112	274	119	162	317	33	61	285	107

Capacity Analysis Module:

Vol/Sat:	0.49	0.49	0.49	0.92	0.92	0.92	1.15	1.15	1.15	0.58	0.58	0.58
Crit Moves:	****			****			****			****		
Delay/Veh:	17.5	17.5	17.5	48.3	48.3	48.3	111.5	111	111.5	19.5	19.5	19.5
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:	17.5	17.5	17.5	48.3	48.3	48.3	111.5	111	111.5	19.5	19.5	19.5
LOS by Move:	C	C	C	E	E	E	F	F	F	C	C	C
ApproachDel:	17.5			48.3			111.5			19.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.5			48.3			111.5			19.5		
LOS by Appr:	C			E			F			C		

2020 PM No Project

Level Of Service Computation Report

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

Intersection #29 Lincoln St. / Chestnut St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 0 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 PM No Project

Level Of Service Computation Report

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

Intersection #30 Highland Ave. / High St.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.391
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 183.1
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for traffic volumes and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for saturation flow factors. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Laurel St. / Chestnut St.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.845
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 64 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module table with 13 columns and 15 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #32 Water St. / River St.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.947
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 46.1
 Optimal Cycle: 128 Level Of Service: D

Street Name:	River						Water								
Approach:	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:	7	10	10	7	10	10	7	10	10	7	10	10			
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0	2	0	1

Volume Module:

Base Vol:	131	329	355	197	284	34	47	594	72	299	670	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	329	355	197	284	34	47	594	72	299	670	223
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	0	0	0	0	0	11	0	0	5	0
Initial Fut:	131	329	355	197	284	34	47	605	72	299	675	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.77	0.77	0.77	0.93	0.93	0.93	0.84	0.84	0.84
PHF Volume:	154	386	417	256	369	44	51	651	78	358	808	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	386	417	256	369	44	51	651	78	358	808	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	154	386	417	256	369	44	51	651	78	358	808	267

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.98	0.98	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	0.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1670	200	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.11	0.26	0.14	0.22	0.22	0.03	0.18	0.05	0.20	0.22	0.17
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.27	0.27	0.15	0.30	0.30	0.10	0.19	0.19	0.21	0.30	0.30
Volume/Cap:	0.73	0.39	0.95	0.95	0.73	0.73	0.27	0.95	0.25	0.95	0.75	0.56
Delay/Veh:	50.1	26.9	61.8	78.3	32.5	32.5	38.0	58.1	31.4	67.8	31.8	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	26.9	61.8	78.3	32.5	32.5	38.0	58.1	31.4	67.8	31.8	28.1
HCM2kAvg:	6	5	16	12	12	12	2	13	2	15	12	7

 2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Ocean St. / Water St.

Cycle (sec): 120 Critical Vol./Cap. (X): 0.818

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 44.1

Optimal Cycle: 98 Level Of Service: D

Street Name:	Ocean						Water													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Ovl			Include			Ovl										
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10								
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	157	573	109	352	821	287	377	711	80	111	556	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	573	109	352	821	287	377	711	80	111	556	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Marine Labs:	0	0	0	0	0	0	0	11	0	0	5	0
Initial Fut:	157	573	109	352	821	287	377	722	80	111	561	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	174	634	121	389	908	317	417	799	88	123	621	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	634	121	389	908	317	417	799	88	123	621	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	174	634	121	389	908	317	417	799	88	123	621	202

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	3201	355	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.18	0.07	0.22	0.25	0.20	0.12	0.25	0.25	0.07	0.17	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.21	0.21	0.26	0.35	0.50	0.16	0.31	0.31	0.08	0.23	0.49
Volume/Cap:	0.73	0.82	0.35	0.82	0.73	0.39	0.75	0.82	0.82	0.82	0.75	0.25
Delay/Veh:	60.6	51.7	40.6	52.1	36.5	18.6	53.8	43.6	43.6	82.5	46.9	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	51.7	40.6	52.1	36.5	18.6	53.8	43.6	43.6	82.5	46.9	17.8
HCM2kAvg:	8	13	4	16	16	7	9	17	17	7	12	4

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Water St. / Branciforte Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 1.072
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 66.1
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Soquel Ave. / Morrissey Blvd./ Water

Cycle (sec): 85 Critical Vol./Cap. (X): 1.017
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 48.0
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Soquel Ave. / Capitola Rd.

Cycle (sec): 90 Critical Vol./Cap. (X): 1.028
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 60.1
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ocean St. / Soquel Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 35.5
Optimal Cycle: 73 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module: Table with 12 columns representing saturation flow values and 4 rows of adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics and 10 rows of values.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Seabright Ave. / Soquel Ave.

Cycle (sec): 60 Critical Vol./Cap. (X): 1.001
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 55.0
Optimal Cycle: 107 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Broadway / San Lorenzo Blvd.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 46 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Permitted), Rights (Include, Ovl), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc., and 4 rows of data.

Saturation Flow Module: Table with 12 columns for saturation flow components and 4 rows of data.

Capacity Analysis Module: Table with 12 columns for capacity analysis components and 8 rows of data.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Seabright Ave. / Murray St.

Cycle (sec): 80 Critical Vol./Cap. (X): 1.213
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 150.7
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM No Project

Level Of Service Computation Report

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

Intersection #41 High / Laurent

Cycle (sec): 100 Critical Vol./Cap. (X): 0.884
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 0 Level Of Service: D

Table with columns for Street Name (Laurent, High), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Table for Volume Module: >> Count Date: 29 Jan 2003 <<. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table for Saturation Flow Module: Rows include Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module: Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #42 Empire Grade / Cave Gulch

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

Table with columns for Street Name (Empire Grade, Cave Gulch), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0, 1, 0, 0).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across four approaches.

Critical Gap Module table with columns for Critical Gp and FollowUpTim, showing values as 'xxxxx' for all approaches.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap., showing values as 'xxxxx' for all approaches.

Level Of Service Module table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS, showing values as 'xxxxx' or '*' for all approaches.

2020 PM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #70 Coolidge / East Collector

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.5]

Table with columns for Street Name (Coolidge, East Collector), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1, 0, 1, 0, 0).

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. and rows for Coolidge and East Collector.

Critical Gap Module: Table with columns for Critical Gap, FollowUpTim and rows for Coolidge and East Collector.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. and rows for Coolidge and East Collector.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS and rows for Coolidge and East Collector.

 2020 PM No Project

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

 Intersection #71 McLaughlin / Chinquapin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.437
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
 Optimal Cycle: 0 Level Of Service: B

Approach:	Chinquapin						McLaughlin					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	46	0	9	23	266	0	0	281	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:	0	0	0	46	0	9	23	266	0	0	281	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	46	0	9	23	266	0	0	281	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	50	0	10	25	289	0	0	305	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	10	25	289	0	0	305	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.:	0	0	0	50	0	10	25	289	0	0	305	55

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.84	0.00	0.16	0.08	0.92	0.00	0.00	0.85	0.15
Final Sat.:	0	0	0	515	0	101	64	735	0	0	700	127

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.10	xxxx	0.10	0.39	0.39	xxxx	xxxx	0.44	0.44
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	8.8	0.0	8.8	10.2	10.2	0.0	0.0	10.5	10.5
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:	0.0	0.0	0.0	8.8	0.0	8.8	10.2	10.2	0.0	0.0	10.5	10.5
LOS by Move:	*	*	*	A	*	A	B	B	*	*	B	B
ApproachDel:	xxxxxx				8.8			10.2			10.5	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				8.8			10.2			10.5	
LOS by Appr:	*			A			B			B		

2020 PM No Project

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #72 Heller-North Loop / Cave Gulch

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

Table with columns for Street Name (Heller-North Loop, Cave Gulch), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0, 1, 0, 0).

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across 12 lanes.

Critical Gap Module: Table with columns for Critical Gp and FollowUpTim, all values are xxxxx.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap., all values are xxxxx.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

UC Santa Cruz LRDP EIR
2020 Plus Project (LRDP)
(With Eastern Access Park & Ride Lot)
AM & PM Level of Service Worksheets

2020 + LRDP w/Eastern Access (P&R) AM

Scenario Report

Scenario: 2020 Eastern Access (P&R) AM
Command: 2020 Eastern Access AM
Volume: 2020 AM No Project
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Eastern Access (P&R) AM
Trip Distribution: Eastern Access
Paths: With Eastern Access
Routes: Default Routes
Configuration: 2020 Plus Project

 2020 + LRDP w/Eastern Access (P&R) AM

Trip Generation Report

Forecast for 2020 Delaware Trips AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
16	2300 Delawar	1.00	Industrial	217.00	43.00	217	43	260	34.8
	Zone 16 Subtotal					217	43	260	34.8
24	2300 Delawar	1.00	Receiving Dock	6.00	6.00	6	6	12	1.6
	Zone 24 Subtotal					6	6	12	1.6
TOTAL						223	49	272	36.4

 2020 + LRDP w/Eastern Access (P&R) AM

Trip Generation Report

Forecast for Eastern Access (P&R) AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
12	Zone 4 - Nor	1.00	Negative Campu	0.00	0.00	0	0	0	0.0
12	Zone 4 - Nor	1.00	2020 Campus Tr	31.00	10.00	31	10	41	5.5
	Zone 12 Subtotal					31	10	41	5.5
14	Zone 2 - Eas	1.00	2020 Campus Tr	166.00	30.00	166	30	196	26.2
	Zone 14 Subtotal					166	30	196	26.2
25	Park and Rid	1.00	Eastern Access	207.00	32.00	207	32	239	32.0
	Zone 25 Subtotal					207	32	239	32.0

TOTAL						404	72	476	63.6

 2020 + LRDP w/Eastern Access (P&R) AM

Trip Distribution Report

Percent Of Trips Eastern Access

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
12	0.0	0.0	8.0	34.0	0.0	3.0	2.0	2.0	2.0	0.0	0.0
14	2.0	7.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0
16	1.0	2.0	4.0	14.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25	0.0	0.0	8.0	34.0	0.0	3.0	2.0	2.0	2.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	21	23
12	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	5.0	16.0	0.0	5.0	7.0	7.0	5.0	2.0	5.0	7.0	0.0
16	1.0	4.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	2.0	3.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	27	29	30	31	33	35	37	38
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	2.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	1.0	3.0	3.0	2.0	2.0	3.0	1.0	13.0	0.0	18.0	1.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0
25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	2.0

Zone	To Gates
	39
12	0.0
14	17.0
16	5.0
24	0.0
25	0.0

2020 + LRDP w/Eastern Access (P&R) AM
-----Turning Movement Report
2020 Delaware Trips AM + Eastern Access (P&R) AM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#14 Mission / Bay													
Base	73	208	114	248	136	61	110	1317	69	200	1001	230	3767
Added	1	32	0	15	6	44	36	21	0	0	105	73	333
Marine	0	0	8	0	0	10	5	64	0	14	114	0	215
Total	74	240	122	263	142	115	151	1402	69	214	1220	303	4315
#15 Bay / California													
Base	0	309	355	89	251	0	0	0	0	127	0	100	1231
Added	0	28	1	0	6	0	0	0	0	5	0	0	40
Marine	0	8	0	0	14	0	0	0	0	0	0	0	22
Total	0	345	356	89	271	0	0	0	0	132	0	100	1293
#17 Mission / Laurel													
Base	274	192	67	86	183	8	15	1129	217	70	1169	12	3422
Added	74	0	0	0	0	0	0	22	14	0	104	0	214
Marine	6	0	0	0	0	0	0	68	3	0	123	0	200
Total	354	192	67	86	183	8	15	1219	234	70	1396	12	3836
#19 Mission / King-Union													
Base	1	3	8	1190	0	21	3	1392	1	56	1846	264	4785
Added	0	0	0	6	0	0	0	22	0	0	104	7	139
Marine	0	0	0	0	0	0	0	34	0	0	119	0	153
Total	1	3	8	1196	0	21	3	1448	1	56	2069	271	5077
#20 Mission / Chestnut													
Base	120	545	32	107	356	2012	1820	475	53	9	406	96	6031
Added	2	0	0	0	0	104	24	4	0	0	16	0	150
Marine	0	6	1	0	12	111	62	0	0	1	8	0	201
Total	122	551	33	107	368	2227	1906	479	53	10	430	96	6382
#21 SR9 / SR1													
Base	67	178	307	514	205	197	225	2073	114	529	2175	1010	7594
Added	0	33	0	24	5	11	3	21	0	0	93	157	347
Marine	0	0	0	0	0	0	3	65	0	0	116	0	184
Total	67	211	307	538	210	208	231	2159	114	529	2384	1167	8125
#23 King / Storey													
Base	0	0	0	480	0	12	9	389	0	0	185	44	1119
Added	0	0	0	4	0	0	0	2	0	0	7	0	13
Total	0	0	0	484	0	12	9	391	0	0	192	44	1132

 2020 + LRDP w/Eastern Access (P&R) AM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 1.089
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 86.4
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Bay				SR 1 - Mission										
	North Bound		South Bound		East Bound		West Bound								
Approach:	L - T - R		L - T - R		L - T - R		L - T - R								
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	0	1	0	1	1	0	0	1	1	0	1	1	0

Volume Module:

Base Vol:	73	208	114	248	136	61	110	1317	69	200	1001	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:	73	208	114	248	136	61	110	1317	69	200	1001	230
Added Vol:	1	32	0	15	6	44	36	21	0	0	105	73
Marine Labs:	0	0	8	0	0	10	5	64	0	14	114	0
Initial Fut:	74	240	122	263	142	115	151	1402	69	214	1220	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	81	261	133	286	155	125	164	1527	75	233	1329	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	261	133	286	155	125	164	1527	75	233	1329	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	261	133	286	155	125	164	1527	75	233	1329	330

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.92	0.92
Lanes:	1.00	0.66	0.34	1.30	0.70	1.00	1.00	1.91	0.09	1.00	1.60	0.40
Final Sat.:	1805	1195	608	2391	1291	1615	1805	3417	168	1805	2805	697

Capacity Analysis Module:

Vol/Sat:	0.04	0.22	0.22	0.12	0.12	0.08	0.09	0.45	0.45	0.13	0.47	0.47
Crit Moves:			****	****				****		****		
Green/Cycle:	0.20	0.20	0.20	0.11	0.11	0.11	0.09	0.41	0.41	0.12	0.44	0.44
Volume/Cap:	0.22	1.09	1.09	1.09	1.09	0.70	1.07	1.09	1.09	1.09	1.07	1.07
Delay/Veh:	33.7	113	113.2	115.3	115	55.1	137.4	81.1	81.1	131.3	71.1	71.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	113	113.2	115.3	115	55.1	137.4	81.1	81.1	131.3	71.1	71.1
HCM2kAvg:	2	20	20	13	13	5	10	37	37	14	37	37

2020 + LRDP w/Eastern Access (P&R) AM

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Bay / California

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: E[39.5]

Street Name:	Bay						California											
	North Bound			South Bound			East Bound			West Bound								
Approach:	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	1	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	309	355	89	251	0	0	0	0	127	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	309	355	89	251	0	0	0	0	127	0	100
Added Vol:	0	28	1	0	6	0	0	0	0	5	0	0
Marine Labs:	0	8	0	0	14	0	0	0	0	0	0	0
Initial Fut:	0	345	356	89	271	0	0	0	0	132	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	352	363	91	277	0	0	0	0	135	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	352	363	91	277	0	0	0	0	135	0	102

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	715	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	992	xxxx	534
Potent Cap.:	xxxx	xxxx	xxxxxx	894	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	275	xxxx	550
Move Cap.:	xxxx	xxxx	xxxxxx	894	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	252	xxxx	550
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.53	xxxx	0.19

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	9.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	329	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	5.3	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	9.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	39.5	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	39.5	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	E	*	

 2020 + LRDP w/Eastern Access (P&R) AM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 1.008
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 53.2
 Optimal Cycle: 180 Level Of Service: D

Street Name:	Laurel						SR 1 - Mission					
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	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	274	192	67	86	183	8	15	1129	217	70	1169	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	192	67	86	183	8	15	1129	217	70	1169	12
Added Vol:	74	0	0	0	0	0	0	22	14	0	104	0
Marine Labs:	6	0	0	0	0	0	0	68	3	0	123	0
Initial Fut:	354	192	67	86	183	8	15	1219	234	70	1396	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	377	204	71	91	195	9	16	1297	249	74	1485	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	204	71	91	195	9	16	1297	249	74	1485	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	377	204	71	91	195	9	16	1297	249	74	1485	13

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.98	0.98	0.98	0.95	0.93	0.93	0.95	0.95	0.95
Lanes:	1.00	0.74	0.26	0.31	0.66	0.03	1.00	1.68	0.32	1.00	1.98	0.02
Final Sat.:	1805	1354	472	579	1231	54	1805	2956	567	1805	3576	31

Capacity Analysis Module:

Vol/Sat:	0.21	0.15	0.15	0.16	0.16	0.16	0.01	0.44	0.44	0.04	0.42	0.42
Crit Moves:	****					****		****		****		
Green/Cycle:	0.21	0.21	0.21	0.16	0.16	0.16	0.01	0.44	0.44	0.04	0.47	0.47
Volume/Cap:	1.01	0.73	0.73	1.01	1.01	1.01	0.89	1.01	1.01	1.01	0.89	0.89
Delay/Veh:	88.2	44.1	44.1	96.8	96.8	96.8	208.9	53.2	53.2	154.9	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.2	44.1	44.1	96.8	96.8	96.8	208.9	53.2	53.2	154.9	30.7	30.7
HCM2kAvg:	18	9	9	15	15	15	2	32	32	5	25	25

HCM Signalized Intersection Capacity Analysis 2020 AM Plus Project w/ Eastern Access (P&R)

3: Mission - SR 1 & King

10/6/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕			↕↕		↖	↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95		1.00	0.95			1.00		0.95	0.95	
Fr _t		1.00		1.00	0.98			0.91		1.00	0.99	
Fl _t Protected		1.00		0.95	1.00			1.00		0.95	0.95	
Satd. Flow (prot)		3538		1770	3478			1688		1681	1679	
Fl _t Permitted		0.84		0.95	1.00			1.00		0.95	0.95	
Satd. Flow (perm)		2957		1770	3478			1688		1681	1679	
Volume (vph)	3	1448	1	56	2069	271	1	3	8	1196	0	21
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	3	1478	1	57	2111	277	1	3	8	1220	0	21
RTOR Reduction (vph)	0	0	0	0	7	0	0	7	0	0	1	0
Lane Group Flow (vph)	0	1482	0	57	2381	0	0	5	0	654	586	0
Turn Type	Perm			Prot			Split			Split		
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		68.0		4.0	76.0			19.0		43.0	43.0	
Effective Green, g (s)		68.0		4.0	76.0			19.0		43.0	43.0	
Actuated g/C Ratio		0.45		0.03	0.51			0.13		0.29	0.29	
Clearance Time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1341		47	1762			214		482	481	
v/s Ratio Prot				0.03	c0.68			c0.00		c0.39	0.35	
v/s Ratio Perm		0.50										
v/c Ratio		1.11		1.21	1.35			0.02		1.36	1.22	
Uniform Delay, d ₁		41.0		73.0	37.0			57.4		53.5	53.5	
Progression Factor		1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d ₂		58.7		200.2	161.9			0.2		173.7	116.2	
Delay (s)		99.7		273.2	198.9			57.6		227.2	169.7	
Level of Service		F		F	F			E		F	F	
Approach Delay (s)		99.7		200.7				57.6		200.0		
Approach LOS		F		F				E		F		

Intersection Summary

HCM Average Control Delay	171.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	112.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

 2020 + LRDP w/Eastern Access (P&R) AM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 1.159
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 90.4
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Chestnut						SR 1 - Mission					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	10	0	0	60	60	0	0	0	0
Lanes:	1	0	1	1	0	2	1	1	1	0	1	1

Volume Module:

Base Vol:	120	545	32	107	356	2012	1820	475	53	9	406	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	545	32	107	356	2012	1820	475	53	9	406	96
Added Vol:	2	0	0	0	0	104	24	4	0	0	16	0
Marine Labs:	0	6	1	0	12	111	62	0	0	1	8	0
Initial Fut:	122	551	33	107	368	2227	1906	479	53	10	430	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	131	591	35	115	394	2387	2043	513	57	11	461	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	591	35	115	394	2387	2043	513	57	11	461	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.:	131	591	35	115	394	2387	2043	513	57	11	461	103

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.75	0.91	0.91	0.85	0.95	0.95	0.85
Lanes:	1.00	1.89	0.11	1.00	2.00	2.00	2.00	1.00	1.00	0.05	1.95	1.00
Final Sat.:	1805	3375	202	1805	3610	2842	3473	1736	1615	82	3524	1615

Capacity Analysis Module:

Vol/Sat:	0.07	0.17	0.17	0.06	0.11	0.84	0.59	0.30	0.04	0.13	0.13	0.06
Crit Moves:	****					****	****			****		
Green/Cycle:	0.06	0.19	0.19	0.09	0.22	0.72	0.51	0.51	0.51	0.11	0.11	0.20
Volume/Cap:	1.16	0.92	0.92	0.70	0.50	1.16	1.16	0.58	0.07	1.16	1.16	0.31
Delay/Veh:	190.0	66.2	66.2	66.1	41.8	93.9	106.6	20.9	15.1	148.8	149	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	190.0	66.2	66.2	66.1	41.8	93.9	106.6	20.9	15.1	148.8	149	41.3
HCM2kAvg:	10	15	15	6	7	66	59	14	1	16	16	3

2020 + LRDP w/Eastern Access (P&R) AM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 1.359

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 96.9

Optimal Cycle: 180 Level Of Service: F

Street Name: SR 9 SR 1

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 2 2 0 1 0 1 1 0 3 0 1 2 0 3 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 67 178 307 514 205 197 225 2073 114 529 2175 1010

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 67 178 307 514 205 197 225 2073 114 529 2175 1010

Added Vol: 0 33 0 24 5 11 3 21 0 0 93 157

Marine Labs: 0 0 0 0 0 0 3 65 0 0 116 0

Initial Fut: 67 211 307 538 210 208 231 2159 114 529 2384 1167

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93

PHF Volume: 72 227 330 578 226 223 248 2319 122 568 2561 1253

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 72 227 330 578 226 223 248 2319 122 568 2561 1253

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 72 227 330 578 226 223 248 2319 122 568 2561 1253

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 1.00 0.75 0.92 1.00 0.85 0.95 0.91 0.85 0.92 0.91 0.85

Lanes: 1.00 1.00 2.00 2.00 1.00 1.00 1.00 3.00 1.00 2.00 3.00 1.00

Final Sat.: 1805 1900 2842 3502 1900 1615 1805 5187 1615 3502 5187 1615

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.04 0.12 0.12 0.17 0.12 0.14 0.14 0.45 0.08 0.16 0.49 0.78

Crit Moves: **** **** **** ****

Green/Cycle: 0.09 0.09 0.09 0.12 0.12 0.12 0.10 0.49 0.49 0.18 0.57 0.57

Volume/Cap: 0.45 1.36 1.32 1.36 0.98 1.14 1.36 0.91 0.15 0.91 0.86 1.36

Delay/Veh: 60.6 257 231.6 235.5 112 166.0 253.5 36.5 18.8 71.2 27.4 197.6

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 60.6 257 231.6 235.5 112 166.0 253.5 36.5 18.8 71.2 27.4 197.6

HCM2kAvg: 3 19 14 24 13 16 21 33 3 15 32 92

2020 + LRDP w/Eastern Access (P&R) AM

Level Of Service Computation Report

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

 Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 1.053
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 47.6
 Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	480	0	12	9	389	0	0	185	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	480	0	12	9	389	0	0	185	44
Added Vol:	0	0	0	4	0	0	0	2	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	484	0	12	9	391	0	0	192	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	0	543	0	13	10	439	0	0	215	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	543	0	13	10	439	0	0	215	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	543	0	13	10	439	0	0	215	49

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.02	0.98	0.00	0.00	0.81	0.19
Final Sat.:	0	0	0	516	0	621	13	558	0	0	445	102

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	1.05	xxxx	0.02	0.79	0.79	xxxx	xxxx	0.48	0.48
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	80.3	0.0	8.6	28.3	28.3	0.0	0.0	15.3	15.3
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:	0.0	0.0	0.0	80.3	0.0	8.6	28.3	28.3	0.0	0.0	15.3	15.3
LOS by Move:	*	*	*	F	*	A	D	D	*	*	C	C
ApproachDel:	xxxxxx			78.6			28.3			15.3		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			78.6			28.3			15.3		
LOS by Appr:	*			F			D			C		

2020 + LRDP w/Eastern Access (P&R) PM

Scenario Report

Scenario: 2020 Eastern Access (P&R) PM
Command: 2020 PM No Project
Volume: 2020 PM No Project
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Eastern Access (P&R) PM
Trip Distribution: Eastern Access
Paths: With Eastern Access
Routes: Default Routes
Configuration: 2020 Plus Project

 2020 + LRDP w/Eastern Access (P&R) PM

Trip Generation Report

Forecast for 2020 Delaware Trips PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
16	2300 Delawar	1.00	Industrial	56.00	246.00	56	246	302	31.9
	Zone 16 Subtotal					56	246	302	31.9
24	2300 Delawar	1.00	Receiving Dock	6.00	6.00	6	6	12	1.3
	Zone 24 Subtotal					6	6	12	1.3
TOTAL						62	252	314	33.2

 2020 + LRDP w/Eastern Access (P&R) PM

Trip Generation Report

Forecast for Eastern Access (P&R) PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
12	Zone 4 - Nor	1.00	Negative Campu	0.00	0.00	0	0	0	0.0
12	Zone 4 - Nor	1.00	2020 Campus Tr	61.00	113.00	61	113	174	18.4
	Zone 12 Subtotal					61	113	174	18.4
14	Zone 2 - Eas	1.00	2020 Campus Tr	83.00	176.00	83	176	259	27.4
	Zone 14 Subtotal					83	176	259	27.4
25	Park and Rid	1.00	Eastern Access	59.00	140.00	59	140	199	21.0
	Zone 25 Subtotal					59	140	199	21.0
TOTAL						203	429	632	66.8

 2020 + LRDP w/Eastern Access (P&R) PM

Trip Distribution Report

Percent Of Trips Eastern Access

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
12	0.0	0.0	8.0	34.0	0.0	3.0	2.0	2.0	2.0	0.0	0.0
14	2.0	7.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0
16	1.0	2.0	4.0	14.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25	0.0	0.0	8.0	34.0	0.0	3.0	2.0	2.0	2.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	21	23
12	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	5.0	16.0	0.0	5.0	7.0	7.0	5.0	2.0	5.0	7.0	0.0
16	1.0	4.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	2.0	3.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	27	29	30	31	33	35	37	38
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	2.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	1.0	3.0	3.0	2.0	2.0	3.0	1.0	13.0	0.0	18.0	1.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0
25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	2.0

Zone	To Gates
	39
12	0.0
14	17.0
16	5.0
24	0.0
25	0.0

2020 + LRDP w/Eastern Access (P&R) PM
-----Turning Movement Report
2020 Delaware Trips PM + Eastern Access (P&R) PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#14 Mission / Bay													
Base	93	193	52	343	219	158	213	1371	97	250	1407	215	4611
Added	0	16	0	112	33	39	56	119	1	0	27	56	459
Marine	0	0	16	0	0	6	11	131	0	9	42	0	215
Total	93	209	68	455	252	203	280	1621	98	259	1476	271	5285
#15 Bay / California													
Base	0	334	243	78	388	0	0	0	0	208	0	94	1345
Added	0	15	6	0	30	0	0	0	0	1	0	0	52
Marine	0	16	0	0	9	0	0	0	0	0	0	0	25
Total	0	365	249	78	427	0	0	0	0	209	0	94	1422
#17 Mission / Laurel													
Base	362	231	45	42	262	16	17	1188	371	69	1296	52	3951
Added	34	0	0	0	0	0	0	150	81	0	49	0	314
Marine	0	0	0	0	0	0	0	141	7	0	78	0	226
Total	396	231	45	42	262	16	17	1479	459	69	1423	52	4491
#19 Mission / King-Union													
Base	3	7	13	1073	1	8	2	1537	3	34	1547	235	4463
Added	0	0	0	65	0	0	0	150	0	0	49	13	277
Marine	0	0	0	0	0	0	0	137	0	0	65	0	202
Total	3	7	13	1138	1	8	2	1824	3	34	1661	248	4942
#20 Mission / Chestnut													
Base	157	409	47	59	461	1931	1633	616	122	13	497	60	6005
Added	1	0	0	0	0	71	183	29	2	0	12	0	298
Marine	0	13	2	0	7	70	127	9	0	0	5	0	233
Total	158	422	49	59	468	2072	1943	654	124	13	514	60	6536
#21 SR9 / SR1													
Base	144	297	471	826	297	165	258	1839	145	476	1857	575	7350
Added	0	9	0	106	22	7	19	165	0	0	64	45	437
Marine	0	0	0	0	0	4	7	134	0	0	74	0	219
Total	144	306	471	932	319	176	284	2138	145	476	1995	620	8006
#23 King / Storey													
Base	0	0	0	563	0	15	14	270	0	0	238	29	1129
Added	0	0	0	40	0	0	0	24	0	0	13	0	77
Total	0	0	0	603	0	15	14	294	0	0	251	29	1206

 2020 + LRDP w/Eastern Access (P&R) PM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 1.289
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 158.1
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Bay				SR 1 - Mission										
	North Bound		South Bound		East Bound		West Bound								
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase		Split Phase		Protected		Protected								
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	1	0	0	1	1	0	1	1	0

Volume Module:

Base Vol:	93	193	52	343	219	158	213	1371	97	250	1407	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	193	52	343	219	158	213	1371	97	250	1407	215
Added Vol:	0	16	0	112	33	39	56	119	1	0	27	56
Marine Labs:	0	0	16	0	0	6	11	131	0	9	42	0
Initial Fut:	93	209	68	455	252	203	280	1621	98	259	1476	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	101	228	74	496	275	221	305	1766	107	282	1608	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	228	74	496	275	221	305	1766	107	282	1608	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	101	228	74	496	275	221	305	1766	107	282	1608	295

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.93	0.93
Lanes:	1.00	0.75	0.25	1.29	0.71	1.00	1.00	1.89	0.11	1.00	1.69	0.31
Final Sat.:	1805	1381	449	2370	1312	1615	1805	3374	204	1805	2980	547

Capacity Analysis Module:

Vol/Sat:	0.06	0.16	0.16	0.21	0.21	0.14	0.17	0.52	0.52	0.16	0.54	0.54
Crit Moves:	****		****		****		****		****		****	
Green/Cycle:	0.13	0.13	0.13	0.16	0.16	0.16	0.13	0.42	0.42	0.13	0.42	0.42
Volume/Cap:	0.44	1.29	1.29	1.29	1.29	0.84	1.29	1.24	1.24	1.24	1.29	1.29
Delay/Veh:	41.6	202	201.8	184.1	184	62.0	201.4	141	141.1	181.8	164	164.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	202	201.8	184.1	184	62.0	201.4	141	141.1	181.8	164	164.3
HCM2kAvg:	3	20	20	26	26	9	21	53	53	19	57	57

2020 + LRDP w/Eastern Access (P&R) PM

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Bay / California

Average Delay (sec/veh): 28.5 Worst Case Level Of Service: F[131.6]

Street Name:	Bay					California							
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	0	0	0	1	0	0

Volume Module:

Base Vol:	0	334	243	78	388	0	0	0	0	208	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	334	243	78	388	0	0	0	0	208	0	94
Added Vol:	0	15	6	0	30	0	0	0	0	1	0	0
Marine Labs:	0	16	0	0	9	0	0	0	0	0	0	0
Initial Fut:	0	365	249	78	427	0	0	0	0	209	0	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	372	254	80	436	0	0	0	0	213	0	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	372	254	80	436	0	0	0	0	213	0	96

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	627	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1094	xxxx	499
Potent Cap.:	xxxx	xxxx	xxxxxx	965	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	239	xxxx	575
Move Cap.:	xxxx	xxxx	xxxxxx	965	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	223	xxxx	575
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.96	xxxx	0.17

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	275	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	13.1	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	132	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			131.6		
ApproachLOS:	*			*			*			F		

 2020 + LRDP w/Eastern Access (P&R) PM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 1.248
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 107.2
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Laurel						SR 1 - Mission					
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	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	362	231	45	42	262	16	17	1188	371	69	1296	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	231	45	42	262	16	17	1188	371	69	1296	52
Added Vol:	34	0	0	0	0	0	0	150	81	0	49	0
Marine Labs:	0	0	0	0	0	0	0	141	7	0	78	0
Initial Fut:	396	231	45	42	262	16	17	1479	459	69	1423	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	421	246	48	45	279	17	18	1573	488	73	1514	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	246	48	45	279	17	18	1573	488	73	1514	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.:	421	246	48	45	279	17	18	1573	488	73	1514	55

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.99	0.99	0.99	0.95	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	0.84	0.16	0.13	0.82	0.05	1.00	1.53	0.47	1.00	1.93	0.07
Final Sat.:	1805	1552	302	246	1534	94	1805	2656	824	1805	3465	127

Capacity Analysis Module:

Vol/Sat:	0.23	0.16	0.16	0.18	0.18	0.18	0.01	0.59	0.59	0.04	0.44	0.44
Crit Moves:	****					****		****		****		
Green/Cycle:	0.19	0.19	0.19	0.15	0.15	0.15	0.01	0.47	0.47	0.03	0.50	0.50
Volume/Cap:	1.25	0.85	0.85	1.25	1.25	1.25	0.88	1.25	1.25	1.25	0.88	0.88
Delay/Veh:	174.5	56.5	56.5	181.0	181	181.0	192.4	143	143.0	246.6	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	174.5	56.5	56.5	181.0	181	181.0	192.4	143	143.0	246.6	28.0	28.0
HCM2kAvg:	27	11	11	22	22	22	2	59	59	6	25	25

HCM Signalized Intersection Capacity Analysis 2020 PM Plus Project w/ Eastern Access (P&R)

3: Mission - SR 1 & King

10/6/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕			↕↕		↖	↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95		1.00	0.95			1.00		0.95	0.95	
Fr _t		1.00		1.00	0.98			0.92		1.00	1.00	
Fl _t Protected		1.00		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (prot)		3538		1770	3470			1709		1681	1683	
Fl _t Permitted		0.86		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (perm)		3034		1770	3470			1709		1681	1683	
Volume (vph)	2	1824	3	34	1661	248	3	7	13	1138	1	8
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	2	1861	3	35	1695	253	3	7	13	1161	1	8
RTOR Reduction (vph)	0	0	0	0	8	0	0	12	0	0	0	0
Lane Group Flow (vph)	0	1866	0	35	1940	0	0	11	0	612	558	0
Turn Type	Perm		Prot		Split		Split					
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		70.6		3.2	77.8			17.0		44.0	44.0	
Effective Green, g (s)		70.6		3.2	77.8			17.0		44.0	44.0	
Actuated g/C Ratio		0.47		0.02	0.52			0.11		0.29	0.29	
Clearance Time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1420		38	1790			193		490	491	
v/s Ratio Prot				0.02	c0.56			c0.01		c0.36	0.33	
v/s Ratio Perm		c0.62										
v/c Ratio		1.31		0.92	1.08			0.06		1.25	1.14	
Uniform Delay, d ₁		40.1		73.7	36.5			59.8		53.4	53.4	
Progression Factor		1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d ₂		146.5		114.3	48.0			0.6		128.2	83.8	
Delay (s)		186.6		188.0	84.5			60.3		181.6	137.2	
Level of Service		F		F	F			E		F	F	
Approach Delay (s)		186.6			86.3			60.3			160.4	
Approach LOS		F			F			E			F	

Intersection Summary

HCM Average Control Delay	140.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	150.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	98.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

 2020 + LRDP w/Eastern Access (P&R) PM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 1.146
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 87.5
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Chestnut						SR 1 - Mission					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	10	0	0	60	60	0	0	0	0
Lanes:	1	0	1	1	0	2	1	1	1	0	1	1

Volume Module:

Base Vol:	157	409	47	59	461	1931	1633	616	122	13	497	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	409	47	59	461	1931	1633	616	122	13	497	60
Added Vol:	1	0	0	0	0	71	183	29	2	0	12	0
Marine Labs:	0	13	2	0	7	70	127	9	0	0	5	0
Initial Fut:	158	422	49	59	468	2072	1943	654	124	13	514	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	169	452	53	63	502	2221	2083	701	133	14	551	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	452	53	63	502	2221	2083	701	133	14	551	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.:	169	452	53	63	502	2221	2083	701	133	14	551	64

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.75	0.92	0.92	0.85	0.95	0.95	0.85
Lanes:	1.00	1.79	0.21	1.00	2.00	2.00	2.00	1.00	1.00	0.05	1.95	1.00
Final Sat.:	1805	3183	370	1805	3610	2842	3480	1740	1615	89	3517	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.14	0.14	0.04	0.14	0.78	0.60	0.40	0.08	0.16	0.16	0.04
Crit Moves:	****					****	****			****		
Green/Cycle:	0.08	0.15	0.15	0.09	0.16	0.68	0.52	0.52	0.52	0.14	0.14	0.23
Volume/Cap:	1.15	0.93	0.93	0.39	0.87	1.15	1.15	0.77	0.16	1.15	1.15	0.18
Delay/Veh:	173.9	73.8	73.8	53.2	62.8	91.6	99.9	24.0	15.0	139.2	139	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	173.9	73.8	73.8	53.2	62.8	91.6	99.9	24.0	15.0	139.2	139	37.7
HCM2kAvg:	12	13	13	3	12	61	59	22	2	18	18	2

2020 + LRDP w/Eastern Access (P&R) PM

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 1.194
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 134.0
 Optimal Cycle: 180 Level Of Service: F

Street Name:	SR 9						SR 1					
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	0	1	0	3	0	1	2

Volume Module:

Base Vol:	144	297	471	826	297	165	258	1839	145	476	1857	575
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	297	471	826	297	165	258	1839	145	476	1857	575
Added Vol:	0	9	0	106	22	7	19	165	0	0	64	45
Marine Labs:	0	0	0	0	0	4	7	134	0	0	74	0
Initial Fut:	144	306	471	932	319	176	284	2138	145	476	1995	620
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	155	329	506	1001	343	189	305	2296	156	511	2143	666
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	329	506	1001	343	189	305	2296	156	511	2143	666
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	155	329	506	1001	343	189	305	2296	156	511	2143	666

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.92	1.00	0.85	0.95	0.91	0.85	0.92	0.91	0.85
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1805	1900	2842	3502	1900	1615	1805	5187	1615	3502	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.17	0.18	0.29	0.18	0.12	0.17	0.44	0.10	0.15	0.41	0.41
Crit Moves:			****	****				****		****		
Green/Cycle:	0.15	0.15	0.15	0.24	0.24	0.24	0.14	0.37	0.37	0.12	0.35	0.35
Volume/Cap:	0.57	1.16	1.19	1.19	0.75	0.49	1.18	1.19	0.26	1.19	1.18	1.18
Delay/Veh:	56.5	162	165.9	150.4	54.6	45.2	171.7	135	29.8	167.5	131	141.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	162	165.9	150.4	54.6	45.2	171.7	135	29.8	167.5	131	141.5
HCM2kAvg:	7	22	18	35	15	7	22	49	4	19	45	42

2020 + LRDP w/Eastern Access (P&R) PM

Level Of Service Computation Report

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

Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 1.231
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 79.4
 Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	563	0	15	14	270	0	0	238	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	563	0	15	14	270	0	0	238	29
Added Vol:	0	0	0	40	0	0	0	24	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	603	0	15	14	294	0	0	251	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	654	0	16	15	319	0	0	272	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	654	0	16	15	319	0	0	272	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.:	0	0	0	654	0	16	15	319	0	0	272	31

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.05	0.95	0.00	0.00	0.90	0.10
Final Sat.:	0	0	0	531	0	644	26	538	0	0	506	58

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	1.23	xxxx	0.03	0.59	0.59	xxxx	xxxx	0.54	0.54
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	141.9	0.0	8.4	18.0	18.0	0.0	0.0	16.4	16.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	141.9	0.0	8.4	18.0	18.0	0.0	0.0	16.4	16.4
LOS by Move:	*	*	*	F	*	A	C	C	*	*	C	C
ApproachDel:	xxxxxx			138.6			18.0			16.4		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			138.6			18.0			16.4		
LOS by Appr:	*			F			C			C		

UC Santa Cruz LRDP EIR

2020 Plus Project (LRDP)
(With Eastern Access)

AM & PM Level of Service Worksheets

2020 + LRDP w/Eastern Access AM

Scenario Report

Scenario: 2020 Eastern Access AM
Command: 2020 Eastern Access AM
Volume: 2020 AM No Project
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Eastern Access AM
Trip Distribution: Eastern Access
Paths: With Eastern Access
Routes: Default Routes
Configuration: 2020 Plus Project

 2020 + LRDP w/Eastern Access AM

Trip Generation Report

Forecast for 2020 Delaware Trips AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
16	2300 Delawar	1.00	Industrial	217.00	43.00	217	43	260	34.8
	Zone 16 Subtotal					217	43	260	34.8
24	2300 Delawar	1.00	Receiving Dock	6.00	6.00	6	6	12	1.6
	Zone 24 Subtotal					6	6	12	1.6
TOTAL						223	49	272	36.4

 2020 + LRDP w/Eastern Access AM

Trip Generation Report

Forecast for Eastern Access AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
12	Zone 4 - Nor	1.00	Negative Campu	-247.00	-41.00	-247	-41	-288	-38.5
	Zone 12 Subtotal					-247	-41	-288	-38.5
19	Zone 3N - No	1.00	Eastern Access	651.00	113.00	651	113	764	102.1
	Zone 19 Subtotal					651	113	764	102.1
TOTAL						404	72	476	63.6

 2020 + LRDP w/Eastern Access AM

Trip Distribution Report

Percent Of Trips Eastern Access

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
12	0.0	0.0	8.0	34.0	0.0	3.0	2.0	2.0	2.0	0.0	0.0
16	1.0	2.0	4.0	14.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
19	0.0	0.0	8.0	34.0	0.0	3.0	2.0	2.0	2.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	21	23
12	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	1.0	4.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	2.0	3.0
19	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	27	29	30	31	33	35	37	38
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	2.0
16	1.0	3.0	3.0	2.0	2.0	3.0	1.0	13.0	0.0	18.0	1.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	2.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0

Zone	To Gates
	39
12	0.0
16	5.0
19	0.0
24	0.0

2020 + LRDP w/Eastern Access AM
-----Turning Movement Report
2020 Delaware Trips AM + Eastern Access AM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#14 Mission / Bay													
Base	73	208	114	248	136	61	110	1317	69	200	1001	230	3767
Added	1	0	0	-18	0	40	13	21	0	0	105	-106	56
Marine	0	0	8	0	0	10	5	64	0	14	114	0	215
Total	74	208	122	230	136	111	128	1402	69	214	1220	124	4038
#15 Bay / California													
Base	0	309	355	89	251	0	0	0	0	127	0	100	1231
Added	0	0	1	0	1	0	0	0	0	5	0	0	7
Marine	0	8	0	0	14	0	0	0	0	0	0	0	22
Total	0	317	356	89	266	0	0	0	0	132	0	100	1260
#17 Mission / Laurel													
Base	274	192	67	86	183	8	15	1129	217	70	1169	12	3422
Added	10	0	0	0	0	0	0	1	2	0	-11	0	2
Marine	6	0	0	0	0	0	0	68	3	0	123	0	200
Total	290	192	67	86	183	8	15	1198	222	70	1281	12	3624
#19 Mission / King-Union													
Base	1	3	8	1190	0	21	3	1392	1	56	1846	264	4785
Added	0	0	0	-23	0	0	0	1	0	0	-11	-53	-86
Marine	0	0	0	0	0	0	0	34	0	0	119	0	153
Total	1	3	8	1167	0	21	3	1427	1	56	1954	211	4852
#20 Mission / Chestnut													
Base	120	545	32	107	356	2012	1820	475	53	9	406	96	6031
Added	0	0	0	0	0	-129	-19	-3	0	0	-23	0	-174
Marine	0	6	1	0	12	111	62	0	0	1	8	0	201
Total	120	551	33	107	368	1994	1863	472	53	10	391	96	6058
#21 SR9 / SR1													
Base	67	178	307	514	205	197	225	2073	114	529	2175	1010	7594
Added	0	104	0	86	18	-11	-2	-17	0	0	-118	495	555
Marine	0	0	0	0	0	0	3	65	0	0	116	0	184
Total	67	282	307	600	223	186	226	2121	114	529	2173	1505	8333
#23 King / Storey													
Base	0	0	0	480	0	12	9	389	0	0	185	44	1119
Added	0	0	0	-15	0	0	0	-9	0	0	-53	0	-77
Total	0	0	0	465	0	12	9	380	0	0	132	44	1042

2020 + LRDP w/Eastern Access AM

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

Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 1.053
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 64.3
 Optimal Cycle: 180 Level Of Service: E

Street Name: Bay SR 1 - Mission

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	0	1	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	73	208	114	248	136	61	110	1317	69	200	1001	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:	73	208	114	248	136	61	110	1317	69	200	1001	230
Added Vol:	1	0	0	-18	0	40	13	21	0	0	105	-106
Marine Labs:	0	0	8	0	0	10	5	64	0	14	114	0
Initial Fut:	74	208	122	230	136	111	128	1402	69	214	1220	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	81	227	133	251	148	121	139	1527	75	233	1329	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	227	133	251	148	121	139	1527	75	233	1329	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.:	81	227	133	251	148	121	139	1527	75	233	1329	135

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.97	0.97	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	0.63	0.37	1.26	0.74	1.00	1.00	1.91	0.09	1.00	1.82	0.18
Final Sat.:	1805	1132	664	2316	1370	1615	1805	3417	168	1805	3231	328

Capacity Analysis Module:

Vol/Sat:	0.04	0.20	0.20	0.11	0.11	0.07	0.08	0.45	0.45	0.13	0.41	0.41
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.19	0.19	0.10	0.10	0.10	0.09	0.42	0.42	0.12	0.46	0.46
Volume/Cap:	0.23	1.05	1.05	1.05	1.05	0.73	0.89	1.05	1.05	1.05	0.89	0.89
Delay/Veh:	34.7	104	103.8	105.7	106	58.6	87.6	67.2	67.2	119.0	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	104	103.8	105.7	106	58.6	87.6	67.2	67.2	119.0	31.4	31.4
HCM2kAvg:	2	18	18	11	11	5	7	35	35	13	24	24

2020 + LRDP w/Eastern Access AM

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

Intersection #15 Bay / California

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: E[35.6]

Table with columns: Street Name, Bay, California, Approach, Movement, Control, Rights, Lanes. Rows include North Bound, South Bound, East Bound, West Bound with various traffic control details.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Rows include various volume and adjustment factors.

Critical Gap Module: Table with columns for Critical Gp, FollowUpTim. Rows include gap and follow-up time values.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows include capacity and volume-related metrics.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS. Rows include queue lengths, delays, and level of service details.

2020 + LRDP w/Eastern Access AM

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

Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 0.951
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 43.5
Optimal Cycle: 141 Level Of Service: D

Table with columns for Street Name (Laurel, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across various movement categories.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat. across various movement categories.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across various movement categories.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕			↕↕		↖	↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95		1.00	0.95			1.00		0.95	0.95	
Frt		1.00		1.00	0.99			0.91		1.00	0.99	
Flt Protected		1.00		0.95	1.00			1.00		0.95	0.95	
Satd. Flow (prot)		3538		1770	3488			1688		1681	1679	
Flt Permitted		0.84		0.95	1.00			1.00		0.95	0.95	
Satd. Flow (perm)		2957		1770	3488			1688		1681	1679	
Volume (vph)	3	1427	1	56	1954	211	1	3	8	1167	0	21
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	3	1456	1	57	1994	215	1	3	8	1191	0	21
RTOR Reduction (vph)	0	0	0	0	5	0	0	7	0	0	1	0
Lane Group Flow (vph)	0	1460	0	57	2204	0	0	5	0	639	572	0
Turn Type	Perm			Prot			Split			Split		
Protected Phases	4			3			8			2		
Permitted Phases	4									6		
Actuated Green, G (s)	68.0			4.0			76.0			19.0		
Effective Green, g (s)	68.0			4.0			76.0			19.0		
Actuated g/C Ratio	0.45			0.03			0.51			0.13		
Clearance Time (s)	4.0			4.0			4.0			4.0		
Vehicle Extension (s)	3.0			3.0			3.0			3.0		
Lane Grp Cap (vph)	1341			47			1767			214		
v/s Ratio Prot				0.03			c0.63			c0.00		
v/s Ratio Perm	0.49									c0.38		
v/c Ratio	1.09			1.21			1.25			0.02		
Uniform Delay, d1	41.0			73.0			37.0			57.4		
Progression Factor	1.00			1.00			1.00			1.00		
Incremental Delay, d2	52.5			200.2			116.1			0.2		
Delay (s)	93.5			273.2			153.1			57.6		
Level of Service	F			F			F			E		
Approach Delay (s)	93.5			156.1			156.1			57.6		
Approach LOS	F			F			F			E		

Intersection Summary

HCM Average Control Delay	145.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	107.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

 2020 + LRDP w/Eastern Access AM

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

 Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 1.036
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 64.1
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Chestnut						SR 1 - Mission					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	10	0	0	60	60	0	0	0	0
Lanes:	1	0	1	1	0	2	1	1	1	0	1	1

Volume Module:	Chestnut NB			Chestnut SB			Mission EB			Mission WB		
Base Vol:	120	545	32	107	356	2012	1820	475	53	9	406	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	545	32	107	356	2012	1820	475	53	9	406	96
Added Vol:	0	0	0	0	0	-129	-19	-3	0	0	-23	0
Marine Labs:	0	6	1	0	12	111	62	0	0	1	8	0
Initial Fut:	120	551	33	107	368	1994	1863	472	53	10	391	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	129	591	35	115	394	2137	1997	506	57	11	419	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	591	35	115	394	2137	1997	506	57	11	419	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.:	129	591	35	115	394	2137	1997	506	57	11	419	103

Saturation Flow Module:	Chestnut NB			Chestnut SB			Mission EB			Mission WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.75	0.91	0.91	0.85	0.95	0.95	0.85
Lanes:	1.00	1.89	0.11	1.00	2.00	2.00	2.00	1.00	1.00	0.05	1.95	1.00
Final Sat.:	1805	3375	202	1805	3610	2842	3473	1736	1615	90	3516	1615

Capacity Analysis Module:	Chestnut NB			Chestnut SB			Mission EB			Mission WB		
Vol/Sat:	0.07	0.17	0.17	0.06	0.11	0.75	0.57	0.29	0.04	0.12	0.12	0.06
Crit Moves:			****			****			****			****
Green/Cycle:	0.07	0.16	0.16	0.08	0.18	0.72	0.54	0.54	0.54	0.11	0.11	0.20
Volume/Cap:	1.00	1.06	1.06	0.76	0.62	1.05	1.06	0.54	0.07	1.06	1.06	0.33
Delay/Veh:	135.6	106	105.5	74.1	47.5	51.2	66.0	18.0	13.2	116.1	116	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	135.6	106	105.5	74.1	47.5	51.2	66.0	18.0	13.2	116.1	116	42.1
HCM2kAvg:	9	18	18	6	8	51	51	13	1	13	13	3

2020 + LRDP w/Eastern Access AM

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

Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 1.678
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 146.5
 Optimal Cycle: 180 Level Of Service: F

Street Name: SR 9 SR 1

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	0	1	0	3	0	1	2

Volume Module:

Base Vol:	67	178	307	514	205	197	225	2073	114	529	2175	1010
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	178	307	514	205	197	225	2073	114	529	2175	1010
Added Vol:	0	104	0	86	18	-11	-2	-17	0	0	-118	495
Marine Labs:	0	0	0	0	0	0	3	65	0	0	116	0
Initial Fut:	67	282	307	600	223	186	226	2121	114	529	2173	1505
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	72	303	330	644	240	200	243	2278	122	568	2334	1617
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	303	330	644	240	200	243	2278	122	568	2334	1617
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	303	330	644	240	200	243	2278	122	568	2334	1617

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.75	0.92	1.00	0.85	0.95	0.91	0.85	0.92	0.91	0.85
Lanes:	1.00	1.00	2.00	2.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1805	1900	2842	3502	1900	1615	1805	5187	1615	3502	5187	1615

Capacity Analysis Module:

Vol/Sat:	0.04	0.16	0.12	0.18	0.13	0.12	0.13	0.44	0.08	0.16	0.45	1.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.10	0.10	0.11	0.11	0.11	0.08	0.49	0.49	0.18	0.60	0.60
Volume/Cap:	0.42	1.68	1.22	1.68	1.15	1.13	1.68	0.89	0.15	0.89	0.75	1.68
Delay/Veh:	59.2	389	189.1	376.3	168	166.2	395.3	35.0	18.8	68.2	21.1	336.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	389	189.1	376.3	168	166.2	395.3	35.0	18.8	68.2	21.1	336.8
HCM2kAvg:	3	29	13	32	17	14	25	31	3	15	24	145

2020 + LRDP w/Eastern Access AM

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

 Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 0.981
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 38.0
 Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1	0	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	480	0	12	9	389	0	0	185	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	480	0	12	9	389	0	0	185	44
Added Vol:	0	0	0	-15	0	0	0	-9	0	0	-53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	465	0	12	9	380	0	0	132	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	0	522	0	13	10	426	0	0	148	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	522	0	13	10	426	0	0	148	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	522	0	13	10	426	0	0	148	49

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	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	0.02	0.98	0.00	0.00	0.75	0.25
Final Sat.:	0	0	0	532	0	645	14	571	0	0	414	138

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	xxxx	xxxx	0.98	xxxx	0.02	0.75	0.75	xxxx	xxxx	0.36	0.36
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	59.6	0.0	8.4	24.4	24.4	0.0	0.0	12.7	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	59.6	0.0	8.4	24.4	24.4	0.0	0.0	12.7	12.7
LOS by Move:	*	*	*	F	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx			58.3			24.4			12.7		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			58.3			24.4			12.7		
LOS by Appr:	*			F			C			B		

2020 + LRDP w/Eastern Access PM

Scenario Report

Scenario: 2020 Eastern Access PM

Command: 2020 PM No Project
Volume: 2020 PM No Project
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Eastern Access PM
Trip Distribution: Eastern Access
Paths: With Eastern Access
Routes: Default Routes
Configuration: 2020 Plus Project

 2020 + LRDP w/Eastern Access PM

Trip Generation Report

Forecast for 2020 Delaware Trips PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
16	2300 Delawar	1.00	Industrial	56.00	246.00	56	246	302	31.9
	Zone 16 Subtotal					56	246	302	31.9
24	2300 Delawar	1.00	Receiving Dock	6.00	6.00	6	6	12	1.3
	Zone 24 Subtotal					6	6	12	1.3
TOTAL						62	252	314	33.2

 2020 + LRDP w/Eastern Access PM

Trip Generation Report

Forecast for Eastern Access PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
12	Zone 4 - Nor	1.00	Negative Campu	-145.00	-311.00	-145	-311	-456	-48.2
	Zone 12 Subtotal					-145	-311	-456	-48.2
19	Zone 3N - No	1.00	Eastern Access	348.00	740.00	348	740	1088	115.0
	Zone 19 Subtotal					348	740	1088	115.0
TOTAL						203	429	632	66.8

2020 + LRDP w/Eastern Access PM

Trip Distribution Report

Percent Of Trips Eastern Access

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
12	0.0	0.0	8.0	34.0	0.0	3.0	2.0	2.0	2.0	0.0	0.0
16	1.0	2.0	4.0	14.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
19	0.0	0.0	8.0	34.0	0.0	3.0	2.0	2.0	2.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	21	23
12	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	1.0	4.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	2.0	3.0
19	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	27	29	30	31	33	35	37	38
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	2.0
16	1.0	3.0	3.0	2.0	2.0	3.0	1.0	13.0	0.0	18.0	1.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	2.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0

Zone	To Gates
	39
12	0.0
16	5.0
19	0.0
24	0.0

 2020 + LRDP w/Eastern Access PM

 Turning Movement Report
 2020 Delaware Trips PM + Eastern Access PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#14 Mission / Bay													
Base	93	193	52	343	219	158	213	1371	97	250	1407	215	4611
Added	0	0	0	-133	0	15	45	119	1	0	27	-62	12
Marine	0	0	16	0	0	6	11	131	0	9	42	0	215
Total	93	193	68	210	219	179	269	1621	98	259	1476	153	4838
#15 Bay / California													
Base	0	334	243	78	388	0	0	0	0	208	0	94	1345
Added	0	1	6	0	0	0	0	0	0	1	0	0	8
Marine	0	16	0	0	9	0	0	0	0	0	0	0	25
Total	0	351	249	78	397	0	0	0	0	209	0	94	1378
#17 Mission / Laurel													
Base	362	231	45	42	262	16	17	1188	371	69	1296	52	3951
Added	1	0	0	0	0	0	0	-25	11	0	-36	0	-49
Marine	0	0	0	0	0	0	0	141	7	0	78	0	226
Total	363	231	45	42	262	16	17	1304	389	69	1338	52	4128
#19 Mission / King-Union													
Base	3	7	13	1073	1	8	2	1537	3	34	1547	235	4463
Added	0	0	0	-178	0	0	0	-25	0	0	-36	-31	-270
Marine	0	0	0	0	0	0	0	137	0	0	65	0	202
Total	3	7	13	895	1	8	2	1649	3	34	1576	204	4395
#20 Mission / Chestnut													
Base	157	409	47	59	461	1931	1633	616	122	13	497	60	6005
Added	0	0	0	0	0	-102	-173	-30	0	0	-17	0	-322
Marine	0	13	2	0	7	70	127	9	0	0	5	0	233
Total	157	422	49	59	468	1899	1587	595	122	13	485	60	5916
#21 SR9 / SR1													
Base	144	297	471	826	297	165	258	1839	145	476	1857	575	7350
Added	0	56	0	562	118	-9	-15	-158	0	0	-92	264	726
Marine	0	0	0	0	0	4	7	134	0	0	74	0	219
Total	144	353	471	1388	415	160	250	1815	145	476	1839	839	8295
#23 King / Storey													
Base	0	0	0	563	0	15	14	270	0	0	238	29	1129
Added	0	0	0	-111	0	0	0	-67	0	0	-31	0	-209
Total	0	0	0	452	0	15	14	203	0	0	207	29	920

2020 + LRDP w/Eastern Access PM

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

Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 1.148
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 106.1
 Optimal Cycle: 180 Level Of Service: F

Street Name: Bay SR 1 - Mission

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	0	1	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	93	193	52	343	219	158	213	1371	97	250	1407	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	193	52	343	219	158	213	1371	97	250	1407	215
Added Vol:	0	0	0	-133	0	15	45	119	1	0	27	-62
Marine Labs:	0	0	16	0	0	6	11	131	0	9	42	0
Initial Fut:	93	193	68	210	219	179	269	1621	98	259	1476	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	101	210	74	229	239	195	293	1766	107	282	1608	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	210	74	229	239	195	293	1766	107	282	1608	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.:	101	210	74	229	239	195	293	1766	107	282	1608	167

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.96	0.96	0.98	0.98	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	0.74	0.26	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.81	0.19
Final Sat.:	1805	1350	476	1854	1854	1615	1805	3374	204	1805	3225	334

Capacity Analysis Module:

Vol/Sat:	0.06	0.16	0.16	0.12	0.13	0.12	0.16	0.52	0.52	0.16	0.50	0.50
Crit Moves:			****			****			****			****
Green/Cycle:	0.14	0.14	0.14	0.11	0.11	0.11	0.15	0.46	0.46	0.14	0.45	0.45
Volume/Cap:	0.41	1.15	1.15	1.10	1.15	1.08	1.12	1.15	1.15	1.15	1.12	1.12
Delay/Veh:	40.7	146	146.2	118.1	136	133.3	133.0	101	101.4	146.3	89.1	89.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	146	146.2	118.1	136	133.3	133.0	101	101.4	146.3	89.1	89.1
HCM2kAvg:	3	17	17	13	15	11	17	47	47	17	42	42

2020 + LRDP w/Eastern Access PM

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

Intersection #15 Bay / California

Average Delay (sec/veh): 24.6 Worst Case Level Of Service: F[109.4]

Table with columns: Street Name, Bay, California, Approach, Movement, Control, Rights, Lanes. Rows include North Bound, South Bound, East Bound, West Bound with various traffic parameters.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Rows include numerical values for each parameter.

Critical Gap Module: Table with columns for Critical Gp, FollowUpTim. Rows include values like 4.1, 2.2, 6.4, 3.5.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows include values like 612, 977, 977, 0.08.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS. Rows include values like 0.3, 9.0, A, 0.3, 9.0, A, xxxxxx, xxxxxx.

2020 + LRDP w/Eastern Access PM

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

Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 1.134
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 78.5
Optimal Cycle: 180 Level Of Service: E

Table with columns for Street Name (Laurel, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↕	↕↕			↕↕		↕	↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95		1.00	0.95			1.00		0.95	0.95	
Fr _t		1.00		1.00	0.98			0.92		1.00	1.00	
Fl _t Protected		1.00		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (prot)		3538		1770	3478			1709		1681	1682	
Fl _t Permitted		0.86		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (perm)		3034		1770	3478			1709		1681	1682	
Volume (vph)	2	1649	3	34	1576	204	3	7	13	895	1	8
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	2	1683	3	35	1608	208	3	7	13	913	1	8
RTOR Reduction (vph)	0	0	0	0	7	0	0	12	0	0	1	0
Lane Group Flow (vph)	0	1688	0	35	1809	0	0	11	0	482	439	0
Turn Type	Perm		Prot		Split			Split				
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		70.6		3.2	77.8			17.0		44.0	44.0	
Effective Green, g (s)		70.6		3.2	77.8			17.0		44.0	44.0	
Actuated g/C Ratio		0.47		0.02	0.52			0.11		0.29	0.29	
Clearance Time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1420		38	1794			193		490	491	
v/s Ratio Prot				0.02	c0.52			c0.01		c0.29	0.26	
v/s Ratio Perm		c0.56										
v/c Ratio		1.19		0.92	1.01			0.06		0.98	0.89	
Uniform Delay, d ₁		40.1		73.7	36.5			59.8		53.0	51.2	
Progression Factor		1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d ₂		92.3		114.3	23.3			0.6		36.8	21.4	
Delay (s)		132.4		188.0	59.8			60.3		89.9	72.6	
Level of Service		F		F	E			E		F	E	
Approach Delay (s)		132.4			62.3			60.3			81.6	
Approach LOS		F			E			E			F	

Intersection Summary

HCM Average Control Delay	92.6	HCM Level of Service	F
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	150.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

2020 + LRDP w/Eastern Access PM

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

 Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 1.064
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 56.1
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Chestnut						SR 1 - Mission										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Protected			Protected			Split Phase			Split Phase							
Rights:	Include			Ovl			Include			Ovl							
Min. Green:	0	0	0	10	0	0	60	60	0	0	0	0					
Lanes:	1	0	1	1	0	2	0	2	2	1	1	1	0	1	1	0	1

Volume Module:

Base Vol:	157	409	47	59	461	1931	1633	616	122	13	497	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	409	47	59	461	1931	1633	616	122	13	497	60
Added Vol:	0	0	0	0	0	-102	-173	-30	0	0	-17	0
Marine Labs:	0	13	2	0	7	70	127	9	0	0	5	0
Initial Fut:	157	422	49	59	468	1899	1587	595	122	13	485	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	168	452	53	63	502	2035	1701	638	131	14	520	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	452	53	63	502	2035	1701	638	131	14	520	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.:	168	452	53	63	502	2035	1701	638	131	14	520	64

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.75	0.92	0.92	0.85	0.95	0.95	0.85
Lanes:	1.00	1.79	0.21	1.00	2.00	2.00	2.00	1.00	1.00	0.05	1.95	1.00
Final Sat.:	1805	3183	370	1805	3610	2842	3484	1742	1615	94	3512	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.14	0.14	0.04	0.14	0.72	0.49	0.37	0.08	0.15	0.15	0.04
Crit Moves:	****					****	****			****		
Green/Cycle:	0.08	0.17	0.17	0.10	0.19	0.69	0.50	0.50	0.50	0.13	0.13	0.23
Volume/Cap:	1.14	0.83	0.83	0.35	0.74	1.04	0.98	0.73	0.16	1.14	1.14	0.17
Delay/Veh:	173.0	57.8	57.8	51.5	50.0	50.0	42.6	24.6	16.4	139.4	139	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	173.0	57.8	57.8	51.5	50.0	50.0	42.6	24.6	16.4	139.4	139	37.3
HCM2kAvg:	12	11	11	3	10	48	38	20	3	17	17	2

2020 + LRDP w/Eastern Access PM

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

Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 1.511
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 163.8
Optimal Cycle: 180 Level Of Service: F

Table with columns for Street Name (SR 9, SR 1), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Table for Capacity Analysis Module showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

2020 + LRDP w/Eastern Access PM

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

Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 0.868
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 0 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 12 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns and 3 rows showing adjustment factors and final saturation values.

Capacity Analysis Module: Table with 12 columns and 10 rows showing delay, LOS, and approach delay metrics.

UC Santa Cruz LRDP EIR

2020 Plus Project (LRDP)
AM & PM Level of Service Worksheets

2020 AM Plus Project (Campus Growth + Delaware)

Scenario Report

Scenario: 2020 AM Project
Command: 2020 AM Project
Volume: 2020 AM No Project
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: 2020 LRDP AM
Trip Distribution: Project
Paths: Default Paths
Routes: Default Routes
Configuration: 2020 Plus Project

 2020 AM Plus Project (Campus Growth + Delaware)

 Trip Generation Report

 Forecast for 2020 Campus Trips AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Zone 8 - Wes	1.00	Campus Trips	38.00	7.00	38	7	45	6.0
	Zone 3 Subtotal					38	7	45	6.0
7	Zone 5N - So	1.00	Campus Trips	11.00	2.00	11	2	13	1.7
	Zone 7 Subtotal					11	2	13	1.7
8	Zone 7A & 7B	1.00	Campus Trips	36.00	6.00	36	6	42	5.6
	Zone 8 Subtotal					36	6	42	5.6
10	Zone 6A - No	1.00	Campus Trips	46.00	8.00	46	8	54	7.2
	Zone 10 Subtotal					46	8	54	7.2
11	Zone 6B - Ch	1.00	Campus Trips	38.00	7.00	38	7	45	6.0
	Zone 11 Subtotal					38	7	45	6.0
12	Zone 4 - Nor	1.00	Campus Trips	21.00	4.00	21	4	25	3.3
	Zone 12 Subtotal					21	4	25	3.3
14	Zone 2 - Eas	1.00	Campus Trips	172.00	31.00	172	31	203	27.1
	Zone 14 Subtotal					172	31	203	27.1
17	Zone 5S - Ce	1.00	Campus Trips	32.00	6.00	32	6	38	5.1
	Zone 17 Subtotal					32	6	38	5.1
19	Zone 3N - No	1.00	Campus Trips	10.00	2.00	10	2	12	1.6
	Zone 19 Subtotal					10	2	12	1.6
TOTAL						404	73	477	63.7

 2020 AM Plus Project (Campus Growth + Delaware)

Trip Generation Report

Forecast for 2020 Delaware Trips AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
16	2300 Delawar	1.00	Industrial	217.00	43.00	217	43	260	34.7
	Zone 16 Subtotal					217	43	260	34.7
24	2300 Delawar	1.00	Receiving Dock	6.00	6.00	6	6	12	1.6
	Zone 24 Subtotal					6	6	12	1.6
TOTAL						223	49	272	36.3

2020 AM Plus Project (Campus Growth + Delaware)

Trip Distribution Report

Percent Of Trips Campus Trips

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
7	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
8	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
10	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
11	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
12	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
14	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
16	1.0	2.0	4.0	14.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
17	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
19	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	21	23
3	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
7	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
8	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
10	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
11	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
12	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
14	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
16	1.0	4.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	2.0	3.0
17	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
19	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	27	29	30	31	33	35	37	38
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
16	1.0	3.0	3.0	2.0	2.0	3.0	1.0	13.0	0.0	18.0	1.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0

2020 AM Plus Project (Campus Growth + Delaware)

	To Gates										
Zone	24	25	26	27	29	30	31	33	35	37	38
Zone	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

	To Gates
Zone	-----
3	7.0
7	7.0
8	7.0
10	7.0
11	7.0
12	7.0
14	7.0
16	5.0
17	7.0
19	7.0
23	0.0
24	0.0

 2020 AM Plus Project (Campus Growth + Delaware)

 Turning Movement Report
 2020 Campus Trips AM + 2020 Delaware Trips AM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Campus Facilities / Coolidge													
Base	26	5	40	1	3	2	5	737	50	17	205	1	1092
Added	6	0	0	0	0	0	0	260	6	0	89	0	361
Total	32	5	40	1	3	2	5	997	56	17	294	1	1453
#2 Hagar / Coolidge													
Base	25	4	5	0	0	24	442	272	23	2	141	3	941
Added	0	0	0	0	0	29	86	174	0	0	60	0	349
Total	25	4	5	0	0	53	528	446	23	2	201	3	1290
#3 Hagar / East Collector													
Base	0	35	442	0	24	0	0	0	0	86	0	0	587
Added	0	0	86	0	0	0	0	0	0	29	0	0	115
Total	0	35	528	0	24	0	0	0	0	115	0	0	702
#4 McLaughlin / Hagar													
Base	130	0	120	0	0	0	0	86	94	124	195	0	749
Added	0	0	0	0	0	0	0	25	0	0	58	0	83
Total	130	0	120	0	0	0	0	111	94	124	253	0	832
#5 Heller / McLaughlin													
Base	0	59	99	26	26	0	0	0	0	132	0	30	372
Added	0	8	21	8	5	0	0	0	0	6	0	1	49
Total	0	67	120	34	31	0	0	0	0	138	0	31	421
#6 Heller / Meyer													
Base	0	240	104	13	94	0	0	0	0	39	0	16	506
Added	0	39	32	1	14	0	0	0	0	10	0	0	96
Total	0	279	136	14	108	0	0	0	0	49	0	16	602
#7 Highway 1 / Western													
Base	9	56	28	126	100	22	33	259	16	126	366	141	1282
Added	0	10	23	1	51	0	2	2	1	105	0	4	199
Marine	0	12	17	0	0	0	1	0	0	31	0	0	61
Total	9	78	68	127	151	22	36	261	17	262	366	145	1542
#8 Empire Grade / Western													
Base	128	0	82	0	0	0	0	352	62	54	523	0	1201
Added	15	0	11	0	0	0	0	25	28	21	131	0	231
Marine	11	0	2	0	0	0	0	0	19	4	0	0	36
Total	154	0	95	0	0	0	0	377	109	79	654	0	1468
#9 Empire Grade/Heller													
Base	0	0	0	130	0	1	66	189	0	0	138	424	948
Added	0	0	0	37	0	0	1	17	0	0	36	109	200
Marine	0	0	0	0	0	0	0	19	0	0	11	0	30
Total	0	0	0	167	0	1	67	225	0	0	185	533	1178

 2020 AM Plus Project (Campus Growth + Delaware)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 High / Bay													
Base	348	541	106	45	143	30	55	195	186	87	185	213	2134
Added	96	179	0	14	61	21	11	6	19	2	34	76	519
Marine	0	3	0	0	6	4	2	0	0	0	0	0	15
Total	444	723	106	59	210	55	68	201	205	89	219	289	2668
#11 Iowa / Bay													
Base	36	686	56	14	466	21	35	69	77	47	23	9	1539
Added	1	264	0	0	79	2	12	0	4	0	0	0	362
Marine	0	3	0	0	6	0	0	0	0	0	0	0	9
Total	37	953	56	14	551	23	47	69	81	47	23	9	1910
#12 Escalona / Bay													
Base	25	778	23	151	483	19	12	25	23	6	11	256	1812
Added	0	265	0	0	84	0	0	0	0	0	0	0	349
Marine	0	3	1	0	6	0	0	0	0	2	0	0	12
Total	25	1046	24	151	573	19	12	25	23	8	11	256	2173
#13 King / Bay													
Base	6	521	37	127	419	7	23	119	26	114	130	46	1575
Added	0	206	0	11	73	0	0	0	0	2	0	59	351
Marine	0	4	1	0	8	0	0	0	0	2	0	0	15
Total	6	731	38	138	500	7	23	119	26	118	130	105	1941
#14 Mission / Bay													
Base	73	208	114	248	136	61	110	1317	69	200	1001	230	3767
Added	1	31	0	26	6	44	33	21	0	0	105	142	409
Marine	0	0	8	0	0	10	5	64	0	14	114	0	215
Total	74	239	122	274	142	115	148	1402	69	214	1220	372	4391
#15 Bay / California													
Base	0	309	355	89	251	0	0	0	0	127	0	100	1231
Added	0	27	1	0	6	0	0	0	0	5	0	0	39
Marine	0	8	0	0	14	0	0	0	0	0	0	0	22
Total	0	344	356	89	271	0	0	0	0	132	0	100	1292
#16 Bay / West Clfif													
Base	0	0	0	367	0	67	43	313	0	0	425	356	1571
Added	0	0	0	7	0	0	0	0	0	0	0	39	46
Total	0	0	0	374	0	67	43	313	0	0	425	395	1617
#17 Mission / Laurel													
Base	274	192	67	86	183	8	15	1129	217	70	1169	12	3422
Added	73	0	0	0	0	0	0	33	14	0	174	0	294
Marine	6	0	0	0	0	0	0	68	3	0	123	0	200
Total	353	192	67	86	183	8	15	1230	234	70	1466	12	3916

 2020 AM Plus Project (Campus Growth + Delaware)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Mission / Walnut													
Base	57	104	79	121	202	13	53	1096	73	113	1047	15	2973
Added	0	0	0	0	0	0	0	33	0	0	174	0	207
Marine	4	0	0	0	0	0	0	66	2	0	119	0	191
Total	61	104	79	121	202	13	53	1195	75	113	1340	15	3371
#19 Mission / King-Union													
Base	1	3	8	1190	0	21	3	1392	1	56	1846	264	4785
Added	0	0	0	27	0	0	0	33	0	0	174	51	285
Marine	0	0	0	0	0	0	0	34	0	0	119	0	153
Total	1	3	8	1217	0	21	3	1459	1	56	2139	315	5223
#20 Mission / Chestnut													
Base	120	545	32	107	356	2012	1820	475	53	9	406	96	6031
Added	2	0	0	0	0	280	52	8	0	0	44	0	386
Marine	0	6	1	0	12	111	62	0	0	1	8	0	201
Total	122	551	33	107	368	2403	1934	483	53	10	458	96	6618
#21 SR9 / SR1													
Base	67	178	307	514	205	197	225	2073	114	529	2175	1010	7594
Added	0	0	0	0	0	29	5	47	0	0	251	0	332
Marine	0	0	0	0	0	0	3	65	0	0	116	0	184
Total	67	178	307	514	205	226	233	2185	114	529	2542	1010	8110
#22 High / Storey													
Base	85	0	0	0	0	0	0	0	445	1	713	0	1244
Added	0	0	0	0	0	0	0	0	18	0	102	0	120
Total	85	0	0	0	0	0	0	0	463	1	815	0	1364
#23 King / Storey													
Base	0	0	0	480	0	12	9	389	0	0	185	44	1119
Added	0	0	0	18	0	0	0	9	0	0	51	0	78
Total	0	0	0	498	0	12	9	398	0	0	236	44	1197
#24 Mission / King (West)													
Base	0	0	0	21	0	93	36	767	0	26	968	13	1924
Added	0	0	0	0	0	0	0	43	0	0	150	0	193
Marine	0	0	0	0	0	0	0	42	0	0	77	0	119
Total	0	0	0	21	0	93	36	852	0	26	1195	13	2236
#25 Mission / Almar-Younglove													
Base	58	190	0	59	0	52	0	826	48	193	920	0	2346
Added	3	0	12	0	0	0	0	42	0	2	148	0	207
Marine	0	0	26	0	0	0	0	43	0	0	77	0	146
Total	61	190	38	59	0	52	0	911	48	195	1145	0	2699

 2020 AM Plus Project (Campus Growth + Delaware)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#26 Highway 1 / Swift													
Base	99	36	247	75	30	9	3	453	42	480	553	38	2065
Added	3	0	17	0	0	0	0	26	1	45	105	0	197
Marine	0	0	25	0	0	0	0	17	0	46	31	0	119
Total	102	36	289	75	30	9	3	496	43	571	689	38	2381
#27 Delaware / Almar													
Base	19	95	7	15	69	12	30	231	12	10	365	40	905
Added	0	0	0	0	0	2	0	4	0	0	18	0	24
Marine	0	0	0	0	0	47	26	21	0	0	37	0	131
Total	19	95	7	15	69	61	56	256	12	10	420	40	1060
#28 Delaware / Swift													
Base	18	222	66	34	255	144	144	67	43	109	179	85	1366
Added	0	0	0	4	0	2	10	0	0	0	0	21	37
Marine	0	0	0	0	0	46	25	47	0	0	84	0	202
Total	18	222	66	38	255	192	179	114	43	109	263	106	1605
#29 Lincoln St. / Chestnut St.													
Base	0	378	19	40	213	0	24	82	74	5	0	49	884
Added	0	0	0	0	0	0	0	1	0	0	3	2	6
Marine	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	378	19	40	213	0	24	85	74	5	3	51	892
#30 Highland Ave. / High St.													
Base	709	54	2	0	83	1	0	0	0	1	6	9	865
Added	102	0	0	0	0	0	0	0	0	0	0	0	102
Total	811	54	2	0	83	1	0	0	0	1	6	9	967
#31 Laurel St. / Chestnut St.													
Base	33	96	44	197	35	60	131	514	21	27	526	127	1811
Added	0	0	0	0	0	33	6	8	0	0	43	0	90
Marine	0	0	0	0	0	0	0	3	0	0	6	0	9
Total	33	96	44	197	35	93	137	525	21	27	575	127	1910
#32 Water St. / River St.													
Base	59	202	159	75	112	11	24	402	48	197	577	175	2041
Added	0	0	0	0	0	0	0	8	0	0	44	0	52
Marine	0	0	0	0	0	0	0	6	0	0	9	0	15
Total	59	202	159	75	112	11	24	416	48	197	630	175	2108
#33 Ocean St. / Water St.													
Base	121	559	37	226	657	336	258	291	37	157	589	115	3383
Added	16	0	0	0	0	0	0	5	3	0	28	0	52
Marine	0	0	0	0	0	0	0	6	0	0	9	0	15
Total	137	559	37	226	657	336	258	302	40	157	626	115	3450

 2020 AM Plus Project (Campus Growth + Delaware)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#34 Water St. / Branciforte Ave.													
Base	173	110	75	40	120	137	68	319	161	55	1049	28	2335
Added	0	0	0	0	0	0	0	3	0	1	18	0	22
Total	173	110	75	40	120	137	68	322	161	56	1067	28	2357
#35 Soquel Ave. / Morrissey Blvd./ Water													
Base	10	124	14	255	139	528	412	463	16	8	903	208	3080
Added	0	0	0	0	0	6	1	1	0	0	6	0	14
Total	10	124	14	255	139	534	413	464	16	8	909	208	3094
#36 Soquel Ave. / Capitola Rd.													
Base	671	27	98	34	10	16	27	587	357	69	619	78	2593
Added	0	0	0	0	0	0	0	1	0	0	6	0	7
Total	671	27	98	34	10	16	27	588	357	69	625	78	2600
#37 Ocean St. / Soquel Ave.													
Base	44	530	101	111	324	89	89	137	37	131	271	82	1946
Added	1	0	0	0	0	0	0	1	0	0	4	0	6
Total	45	530	101	111	324	89	89	138	37	131	275	82	1952
#38 Seabright Ave. / Soquel Ave.													
Base	157	66	250	14	70	53	22	398	57	132	451	8	1678
Added	0	0	0	0	0	0	0	1	0	0	3	0	4
Total	157	66	250	14	70	53	22	399	57	132	454	8	1682
#39 Broadway / San Lorenzo Blvd.													
Base	482	0	24	0	0	0	0	540	234	0	524	0	1804
Added	29	0	0	0	0	0	0	2	5	0	13	0	49
Total	511	0	24	0	0	0	0	542	239	0	537	0	1853
#40 Seabright Ave. / Murray St.													
Base	49	125	48	160	85	45	61	361	3	37	684	301	1959
Added	0	0	0	0	0	5	1	2	0	0	10	0	18
Total	49	125	48	160	85	50	62	363	3	37	694	301	1977
#41 High / Laurent													
Base	32	10	9	38	29	20	12	372	25	7	603	7	1164
Added	0	0	0	0	0	0	0	18	0	0	102	0	120
Total	32	10	9	38	29	20	12	390	25	7	705	7	1284
#42 Empire Grade / Cave Gulch													
Base	0	139	0	0	255	0	0	0	0	0	0	0	394
Added	0	1	35	11	5	0	0	0	0	12	0	2	66
Total	0	140	35	11	260	0	0	0	0	12	0	2	460
#70 Coolidge / East Collector													
Base	53	272	0	0	141	27	27	0	35	0	0	0	555
Added	86	88	0	0	31	5	1	0	29	0	0	0	240
Total	139	360	0	0	172	32	28	0	64	0	0	0	795

 2020 AM Plus Project (Campus Growth + Delaware)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#71 McLaughlin / Chinquapin													
Base	0	0	0	19	0	9	14	119	0	0	221	28	410
Added	0	0	0	10	0	1	4	15	0	0	30	28	88
Total	0	0	0	29	0	10	18	134	0	0	251	56	498
#72 Heller-North Loop / Cave Gulch													
Base	0	89	0	0	52	0	0	0	0	0	0	0	141
Added	2	8	0	0	3	10	19	0	10	0	0	0	52
Total	2	97	0	0	55	10	19	0	10	0	0	0	193

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Campus Facilities / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.925
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 88 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted/Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for capacity analysis and 9 rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hagar / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 43 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic movements and 13 rows of volume-related metrics such as Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Hagar / East Collector

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[9.4]

Street Name:	Hagar						East Collector					
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	1	0	0	0	0	0	0

Volume Module:	Hagar			Hagar			East Collector			East Collector		
Base Vol:	0	35	442	0	24	0	0	0	0	86	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	35	442	0	24	0	0	0	0	86	0	0
Added Vol:	0	0	86	0	0	0	0	0	0	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	35	528	0	24	0	0	0	0	115	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	38	574	0	26	0	0	0	0	125	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	38	574	0	26	0	0	0	0	125	0	0

Critical Gap Module:	Hagar			Hagar			East Collector			East Collector		
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx

Capacity Module:	Hagar			Hagar			East Collector			East Collector		
Cnflct Vol:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	64	xxxx	xxxxx
Potent Cap.:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	947	xxxx	xxxxx
Move Cap.:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	947	xxxx	xxxxx
Volume/Cap:	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.13	xxxx	xxxx

Level Of Service Module:	Hagar			Hagar			East Collector			East Collector		
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			9.4		
ApproachLOS:	*			*			*			A		

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #4 McLaughlin / Hagar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Hagar, McLaughlin), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with columns for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #5 Heller / McLaughlin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.260
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 0 Level Of Service: A

Table with columns for Street Name (Heller, McLaughlin), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 movement categories.

Saturation Flow Module: Table with columns for Adjustment, Lanes, and Final Sat. across 12 movement categories.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr. across 12 movement categories.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #6 Heller / Meyer

Cycle (sec): 100 Critical Vol./Cap. (X): 0.504
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Heller, Meyer), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with columns for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highway 1 / Western

Cycle (sec): 100 Critical Vol./Cap. (X): 0.614
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 50 Level Of Service: C

Table with columns for Street Name (Western, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Empire Grade / Western

Average Delay (sec/veh): 34.1 Worst Case Level Of Service: F[198.2]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module:

Table with 13 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module:

Table with 3 columns: Critical Gp, FollowUpTim, and other gap-related metrics.

Capacity Module:

Table with 3 columns: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with 13 columns showing queue lengths, stopped delays, LOS by move, shared capacity, and approach delays.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Empire Grade/Heller

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: D[25.4]

Street Name:	Heller						Empire Grade					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	130	0	1	66	189	0	0	138	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	1	66	189	0	0	138	424
Added Vol:	0	0	0	37	0	0	1	17	0	0	36	109
Marine Labs:	0	0	0	0	0	0	0	19	0	0	11	0
Initial Fut:	0	0	0	167	0	1	67	225	0	0	185	533
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	0	0	210	0	1	84	283	0	0	233	671
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	210	0	1	84	283	0	0	233	671

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:

Cnflct Vol:	xxxx	xxxx	xxxxx	685	xxxx	233	904	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	417	xxxx	811	760	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	381	xxxx	811	760	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.55	xxxx	0.00	0.11	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	3.2	xxxx	0.0	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	25.4	xxxx	9.4	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	A	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			25.4			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 High / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: 56 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 8 rows showing Vol/Sat, Crit Moves, Green/Cycle, etc.

 2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Iowa / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.462
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
 Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	0	1	0	0	1	0

Volume Module:

Base Vol:	36	686	56	14	466	21	35	69	77	47	23	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:	36	686	56	14	466	21	35	69	77	47	23	9
Added Vol:	1	264	0	0	79	2	12	0	4	0	0	0
Marine Labs:	0	3	0	0	6	0	0	0	0	0	0	0
Initial Fut:	37	953	56	14	551	23	47	69	81	47	23	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	42	1087	64	16	628	26	54	79	92	54	26	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1087	64	16	628	26	54	79	92	54	26	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	1087	64	16	628	26	54	79	92	54	26	10

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.84	0.84	0.85	0.74	0.74	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.41	0.59	1.00	0.67	0.33	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	647	949	1615	943	461	1615

Capacity Analysis Module:

Vol/Sat:	0.02	0.30	0.04	0.01	0.17	0.02	0.08	0.08	0.06	0.06	0.06	0.01
Crit Moves:	****			****			****					
Green/Cycle:	0.08	0.65	0.65	0.02	0.59	0.59	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.29	0.46	0.06	0.46	0.29	0.03	0.46	0.46	0.32	0.32	0.32	0.04
Delay/Veh:	35.9	7.1	5.1	48.3	8.2	6.8	30.6	30.6	29.2	29.3	29.3	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	7.1	5.1	48.3	8.2	6.8	30.6	30.6	29.2	29.3	29.3	27.2
HCM2kAvg:	1	7	1	1	4	0	4	4	2	3	3	0

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Escalona / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.929
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 105 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors.

Saturation Flow Module: Table with 12 columns representing saturation flow factors and 4 rows of adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics and 10 rows of adjustment factors.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 King / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.806
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 13.8
 Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	6	521	37	127	419	7	23	119	26	114	130	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:	6	521	37	127	419	7	23	119	26	114	130	46
Added Vol:	0	206	0	11	73	0	0	0	0	2	0	59
Marine Labs:	0	4	1	0	8	0	0	0	0	2	0	0
Initial Fut:	6	731	38	138	500	7	23	119	26	118	130	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	8	954	50	180	653	9	30	155	34	154	170	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	954	50	180	653	9	30	155	34	154	170	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	954	50	180	653	9	30	155	34	154	170	137

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	1.00	0.99	0.01	0.14	0.71	0.15	0.48	0.52	1.00
Final Sat.:	1900	1806	94	1900	1874	26	260	1346	294	904	996	1900

Capacity Analysis Module:

Vol/Sat:	0.00	0.53	0.53	0.09	0.35	0.35	0.12	0.12	0.12	0.17	0.17	0.07
Crit Moves:	****			****								
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.01	0.81	0.81	0.14	0.53	0.53	0.55	0.55	0.55	0.81	0.81	0.34
Delay/Veh:	3.6	11.5	11.5	4.0	5.9	5.9	22.7	22.7	22.7	33.9	33.9	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	11.5	11.5	4.0	5.9	5.9	22.7	22.7	22.7	33.9	33.9	20.6
HCM2kAvg:	0	16	16	1	7	7	4	4	4	8	8	2

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 1.105
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 92.0
Optimal Cycle: 180 Level Of Service: F

Table with columns: Street Name, Bay, SR 1 - Mission, Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Bay / California

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: E[39.4]

Table with columns: Street Name, Bay, California, Approach, Movement, Control, Rights, Lanes. Rows include North Bound, South Bound, East Bound, West Bound with various lane configurations and control types like Uncontrolled and Stop Sign.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Rows show volume data for each approach.

Critical Gap Module: Table with columns for Critical Gp, FollowUpTim. Rows show gap and follow-up time data for each approach.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows show capacity and volume-to-capacity ratios for each approach.

Level of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS. Rows show level of service and delay data for each approach.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #16 Bay / West Clif

Cycle (sec): 100 Critical Vol./Cap. (X): 0.874
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 32.3
Optimal Cycle: 0 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns for volume components. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns for saturation flow components. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis components. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 1.011
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 54.8
Optimal Cycle: 180 Level Of Service: D

Table with columns for Street Name (Laurel, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Mission / Walnut

Cycle (sec): 100 Critical Vol./Cap. (X): 1.249
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 43.2
Optimal Cycle: 180 Level Of Service: D

Table with columns for Street Name (Walnut, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

HCM Signalized Intersection Capacity Analysis
 3: Mission - SR 1 & King

2020 AM Plus Project
 9/13/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↖	↕↕			↕↕		↖	↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95		1.00	0.95			1.00		0.95	0.95	
Frt		1.00		1.00	0.98			0.92		1.00	1.00	
Flt Protected		1.00		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (prot)		3539		1770	3471			1709		1681	1683	
Flt Permitted		0.84		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (perm)		2957		1770	3471			1709		1681	1683	
Volume (vph)	3	1459	1	56	2139	315	3	7	13	1217	1	8
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	3	1489	1	57	2183	321	3	7	13	1242	1	8
RTOR Reduction (vph)	0	0	0	0	8	0	0	11	0	0	0	0
Lane Group Flow (vph)	0	1493	0	57	2496	0	0	12	0	654	597	0
Turn Type	Perm			Prot			Split			Split		
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		68.0		4.0	76.0			19.0		43.0	43.0	
Effective Green, g (s)		68.0		4.0	76.0			19.0		43.0	43.0	
Actuated g/C Ratio		0.45		0.03	0.51			0.13		0.29	0.29	
Clearance Time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1341		47	1759			216		482	482	
v/s Ratio Prot				0.03	c0.72			c0.01		c0.39	0.35	
v/s Ratio Perm		0.50										
v/c Ratio		1.11		1.21	1.42			0.05		1.36	1.24	
Uniform Delay, d1		41.0		73.0	37.0			57.6		53.5	53.5	
Progression Factor		1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2		61.9		200.2	192.0			0.5		173.7	124.1	
Delay (s)		102.9		273.2	229.0			58.1		227.2	177.6	
Level of Service		F		F	F			E		F	F	
Approach Delay (s)		102.9			230.0			58.1			203.5	
Approach LOS		F			F			E			F	

Intersection Summary

HCM Average Control Delay	187.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	116.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 1.242
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 110.3
Optimal Cycle: 180 Level Of Service: F

Table with columns for Street Name (Chestnut, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 1.230
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 81.6
Optimal Cycle: 180 Level Of Service: F

Street Name: SR 9 SR 1
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 2 2 0 1 0 1 1 0 3 0 1 2 0 3 0 1

Volume Module:
Base Vol: 67 178 307 514 205 197 225 2073 114 529 2175 1010
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 67 178 307 514 205 197 225 2073 114 529 2175 1010
Added Vol: 0 0 0 0 0 29 5 47 0 0 251 0
Marine Labs: 0 0 0 0 0 0 3 65 0 0 116 0
Initial Fut: 67 178 307 514 205 226 233 2185 114 529 2542 1010
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 72 191 330 552 220 243 250 2347 122 568 2730 1085
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 72 191 330 552 220 243 250 2347 122 568 2730 1085
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 72 191 330 552 220 243 250 2347 122 568 2730 1085

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.75 0.92 1.00 0.85 0.95 0.91 0.85 0.92 0.91 0.85
Lanes: 1.00 1.00 2.00 2.00 1.00 1.00 1.00 3.00 1.00 2.00 3.00 1.00
Final Sat.: 1805 1900 2842 3502 1900 1615 1805 5187 1615 3502 5187 1615

Capacity Analysis Module:
Vol/Sat: 0.04 0.10 0.12 0.16 0.12 0.15 0.14 0.45 0.08 0.16 0.53 0.67
Crit Moves: **** **** ****
Green/Cycle: 0.09 0.09 0.09 0.13 0.13 0.13 0.11 0.49 0.49 0.17 0.55 0.55
Volume/Cap: 0.42 1.07 1.23 1.23 0.90 1.17 1.23 0.93 0.16 0.93 0.96 1.23
Delay/Veh: 59.4 147 192.8 180.5 91.3 175.7 198.6 39.9 19.5 76.4 39.2 144.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 59.4 147 192.8 180.5 91.3 175.7 198.6 39.9 19.5 76.4 39.2 144.0
HCM2kAvg: 3 13 13 21 12 17 19 35 3 16 41 71

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 High / Storey

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[19.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	85	0	0	0	0	0	0	0	445	1	713	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	0	0	0	0	0	0	0	445	1	713	0
Added Vol:	0	0	0	0	0	0	0	0	18	0	102	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	0	0	0	0	0	0	0	463	1	815	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	89	0	0	0	0	0	0	0	486	1	855	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	89	0	0	0	0	0	0	0	486	1	855	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	857	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	486	xxxx	xxxxx
Potent Cap.:	330	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1088	xxxx	xxxxx
Move Cap.:	330	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1088	xxxx	xxxxx
Volume/Cap:	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

Queue:	1.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx			
Stopped Del:	19.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx			
LOS by Move:	C	*	*	*	*	*	*	*	*	A	*	*			
Movement:	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	0.0	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	19.9			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	C			*			*			*					

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 1.107
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 55.6
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns for volume components. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns for saturation flow components. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis components. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Mission / King (West)

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: E[35.3]

Table with columns for Street Name (King (West)), SR 1 - Mission, and sub-columns for North, South, East, and West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. Rows include various volume and adjustment factors.

Critical Gap Module: Table with columns for Critical Gp and FollowUpTim. Rows include gap and follow-up time values.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. Rows include capacity and volume/capacity values.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS. Rows include level of service and delay values.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Mission / Almar-Younglove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: 66 Level Of Service: C

Table with columns for Street Name (Almar - Younglove, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #26 Highway 1 / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 0.765
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.0
 Optimal Cycle: 70 Level Of Service: C

Street Name:	Swift						SR 1 - Mission					
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	1	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	99	36	247	75	30	9	3	453	42	480	553	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	36	247	75	30	9	3	453	42	480	553	38
Added Vol:	3	0	17	0	0	0	0	26	1	45	105	0
Marine Labs:	0	0	25	0	0	0	0	17	0	46	31	0
Initial Fut:	102	36	289	75	30	9	3	496	43	571	689	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	106	38	301	78	31	9	3	517	45	595	718	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	38	301	78	31	9	3	517	45	595	718	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.:	106	38	301	78	31	9	3	517	45	595	718	40

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.85	0.67	0.67	0.85	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	0.74	0.26	1.00	0.71	0.29	1.00	1.00	1.84	0.16	1.00	1.90	0.10
Final Sat.:	955	337	1615	913	365	1615	1805	3282	285	1805	3394	187

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.19	0.09	0.09	0.01	0.00	0.16	0.16	0.33	0.21	0.21
Crit Moves:	****						****			****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.01	0.21	0.21	0.43	0.63	0.63
Volume/Cap:	0.46	0.46	0.77	0.35	0.35	0.02	0.34	0.77	0.77	0.77	0.34	0.34
Delay/Veh:	33.2	33.2	43.9	32.0	32.0	28.8	69.6	42.3	42.3	28.7	8.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	33.2	43.9	32.0	32.0	28.8	69.6	42.3	42.3	28.7	8.7	8.7
HCM2kAvg:	6	6	10	4	4	0	0	10	10	18	5	5

 2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

 Intersection #27 Delaware / Almar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.789
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.3
 Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	19	95	7	15	69	12	30	231	12	10	365	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:	19	95	7	15	69	12	30	231	12	10	365	40
Added Vol:	0	0	0	0	0	2	0	4	0	0	18	0
Marine Labs:	0	0	0	0	0	47	26	21	0	0	37	0
Initial Fut:	19	95	7	15	69	61	56	256	12	10	420	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	21	106	8	17	77	68	62	285	13	11	467	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	106	8	17	77	68	62	285	13	11	467	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.:	21	106	8	17	77	68	62	285	13	11	467	44

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.78	0.06	0.10	0.48	0.42	0.17	0.79	0.04	0.02	0.89	0.09
Final Sat.:	77	385	28	53	245	217	106	487	23	14	592	56

Capacity Analysis Module:

Vol/Sat:	0.27	0.27	0.27	0.31	0.31	0.31	0.59	0.59	0.59	0.79	0.79	0.79
Crit Moves:	****			****			****			****		
Delay/Veh:	11.5	11.5	11.5	11.6	11.6	11.6	15.5	15.5	15.5	24.1	24.1	24.1
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:	11.5	11.5	11.5	11.6	11.6	11.6	15.5	15.5	15.5	24.1	24.1	24.1
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
ApproachDel:	11.5			11.6			15.5			24.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.5			11.6			15.5			24.1		
LOS by Appr:	B			B			C			C		

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #28 Delaware / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 1.298
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 126.9
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume categories and 13 rows of adjustment factors and final volumes.

Saturation Flow Module: Table with 13 columns and 3 rows showing adjustment factors and final saturation values.

Capacity Analysis Module: Table with 13 columns and 10 rows showing delay, LOS, and approach delay for various movements.

 2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

 Intersection #29 Lincoln St. / Chestnut St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.775
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
 Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
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	1	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	378	19	40	213	0	24	82	74	5	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	378	19	40	213	0	24	82	74	5	0	49
Added Vol:	0	0	0	0	0	0	0	1	0	0	3	2
Marine Labs:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	0	378	19	40	213	0	24	85	74	5	3	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	493	25	52	278	0	31	111	96	7	4	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	493	25	52	278	0	31	111	96	7	4	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	493	25	52	278	0	31	111	96	7	4	66

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.95	0.05	0.16	0.84	0.00	0.26	0.93	0.81	0.08	0.05	0.87
Final Sat.:	0	636	32	98	520	0	127	460	433	43	26	438

Capacity Analysis Module:

Vol/Sat:	xxxx	0.77	0.77	0.53	0.53	xxxx	0.25	0.24	0.22	0.15	0.15	0.15
Crit Moves:	****			****			****			****		
Delay/Veh:	0.0	23.2	23.2	14.4	14.4	0.0	11.6	11.3	10.4	10.1	10.1	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.2	23.2	14.4	14.4	0.0	11.6	11.3	10.4	10.1	10.1	10.1
LOS by Move:	*	C	C	B	B	*	B	B	B	B	B	B
ApproachDel:	23.2			14.4			11.0			10.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	23.2			14.4			11.0			10.1		
LOS by Appr:	C			B			B			B		

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #30 Highland Ave. / High St.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.197
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 104.1
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 13 columns for different traffic movements. Rows include Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for different traffic movements. Rows include Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Laurel St. / Chestnut St.

Cycle (sec): 60 Critical Vol./Cap. (X): 1.142
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 32.3
Optimal Cycle: 180 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume types (Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol).

Saturation Flow Module: Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat).

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg).

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Water St. / River St.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 51 Level Of Service: C

Table with columns for Street Name (River, Water), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Ocean St. / Water St.

Cycle (sec): 120 Critical Vol./Cap. (X): 0.651
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: 65 Level Of Service: D

Table with columns for Street Name (Ocean, Water), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Water St. / Branciforte Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.819
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 33.5
Optimal Cycle: 87 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 13 rows of volume and adjustment factors.

Saturation Flow Module: Table with 12 columns and 4 rows showing saturation flow rates and adjustment factors.

Capacity Analysis Module: Table with 12 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Soquel Ave. / Morrissey Blvd./ Water

Cycle (sec): 85 Critical Vol./Cap. (X): 1.096
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 67.8
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 13 columns representing capacity analysis factors like Vol/Sat, Crit Moves, Green/Cycle, etc.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Soquel Ave. / Capitola Rd.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 13 rows of volume-related metrics such as Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns and 5 rows of saturation flow metrics including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows of capacity analysis metrics including Vol/Sat, Crit Moves, Green/Cycle, etc.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ocean St. / Soquel Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: 50 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Seabright Ave. / Soquel Ave.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 57 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic scenarios. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

 2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

 Intersection #39 Broadway / San Lorenzo Blvd.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.739
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 13.7
 Optimal Cycle: 48 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:	Split Phase				Split Phase				Permitted				Permitted				
Rights:	Include				Include				Ovl				Include				
Min. Green:	10	0	10		0	0	0		0	10	10		0	10	0		
Lanes:	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	2	0

Volume Module:

Base Vol:	482	0	24	0	0	0	0	540	234	0	524	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	0	24	0	0	0	0	540	234	0	524	0
Added Vol:	29	0	0	0	0	0	0	2	5	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	511	0	24	0	0	0	0	542	239	0	537	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	575	0	27	0	0	0	0	610	269	0	605	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	575	0	27	0	0	0	0	610	269	0	605	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.:	575	0	27	0	0	0	0	610	269	0	605	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1615	0	3610	0

Capacity Analysis Module:

Vol/Sat:	0.32	0.00	0.02	0.00	0.00	0.00	0.00	0.32	0.17	0.00	0.17	0.00
Crit Moves:	****							****				
Green/Cycle:	0.43	0.00	0.43	0.00	0.00	0.00	0.00	0.43	0.87	0.00	0.43	0.00
Volume/Cap:	0.74	0.00	0.04	0.00	0.00	0.00	0.00	0.74	0.19	0.00	0.39	0.00
Delay/Veh:	18.0	0.0	9.9	0.0	0.0	0.0	0.0	17.7	0.7	0.0	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	0.0	9.9	0.0	0.0	0.0	0.0	17.7	0.7	0.0	11.7	0.0
HCM2kAvg:	11	0	0	0	0	0	0	11	1	0	4	0

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Seabright Ave. / Murray St.

Cycle (sec): 80 Critical Vol./Cap. (X): 1.085
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 111.1
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.) and 4 rows for North, South, East, and West bounds.

Saturation Flow Module: Table with 13 columns for saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.) and 4 rows for North, South, East, and West bounds.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg) and 4 rows for North, South, East, and West bounds.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #41 High / Laurent

Cycle (sec): 100 Critical Vol./Cap. (X): 1.087
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 52.6
Optimal Cycle: 0 Level Of Service: F

Table with columns for Street Name (Laurent, High), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module table with columns for Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #42 Empire Grade / Cave Gulch

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.4]

Table with columns for Street Name (Empire Grade, Cave Gulch), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0, 1, 0, 0).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across four approaches.

Critical Gap Module table with columns for Critical Gp and FollowUpTim across four approaches.

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across four approaches.

Level of Service Module table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS across four approaches.

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #70 Coolidge / East Collector

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[12.3]

Table with columns for Street Name (Coolidge, East Collector), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1, 0, 1, 0, 0).

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across 12 lanes.

Critical Gap Module: Table with columns for Critical Gap (4.1, 6.4, 6.2) and FollowUpTim (2.2, 3.5, 3.3).

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across 12 lanes.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

 2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #71 McLaughlin / Chinquapin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.380
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.1
 Optimal Cycle: 0 Level Of Service: A

Approach:	Chinquapin						McLaughlin					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	19	0	9	14	119	0	0	221	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	0	9	14	119	0	0	221	28
Added Vol:	0	0	0	10	0	1	4	15	0	0	30	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	10	18	134	0	0	251	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	32	0	11	20	146	0	0	273	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	0	11	20	146	0	0	273	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	32	0	11	20	146	0	0	273	61

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.74	0.00	0.26	0.12	0.88	0.00	0.00	0.82	0.18
Final Sat.:	0	0	0	506	0	174	97	718	0	0	718	160

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.06	xxxx	0.06	0.20	0.20	xxxx	xxxx	0.38	0.38
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	8.2	0.0	8.2	8.4	8.4	0.0	0.0	9.5	9.5
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:	0.0	0.0	0.0	8.2	0.0	8.2	8.4	8.4	0.0	0.0	9.5	9.5
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			8.2			8.4			9.5		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.2			8.4			9.5		
LOS by Appr:	*			A			A			A		

2020 AM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #72 Heller-North Loop / Cave Gulch

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[9.3]

Table with columns for Street Name (Heller-North Loop, Cave Gulch), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0, 1, 0, 0, 0).

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across 12 lanes.

Critical Gap Module: Table with columns for Critical Gap (6.4, 6.2) and FollowUpTim (3.5, 3.3) across 12 lanes.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across 12 lanes.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS across 12 lanes.

2020 PM Plus Project (Campus Growth + Delaware)

Scenario Report

Scenario: 2020 PM Project
Command: 2020 PM Project
Volume: 2020 PM No Project
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: 2020 LRDP PM
Trip Distribution: Project
Paths: Default Paths
Routes: Default Routes
Configuration: 2020 Plus Project

 2020 PM Plus Project (Campus Growth + Delaware)

 Trip Generation Report

 Forecast for 2020 Campus Trips PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Zone 8 - Wes	1.00	Campus Trips	19.00	41.00	19	41	60	6.4
	Zone 3 Subtotal					19	41	60	6.4
7	Zone 5N - So	1.00	Campus Trips	5.00	11.00	5	11	16	1.7
	Zone 7 Subtotal					5	11	16	1.7
8	Zone 7A & 7B	1.00	Campus Trips	18.00	38.00	18	38	56	5.9
	Zone 8 Subtotal					18	38	56	5.9
10	Zone 6A - No	1.00	Campus Trips	23.00	49.00	23	49	72	7.6
	Zone 10 Subtotal					23	49	72	7.6
11	Zone 6B - Ch	1.00	Campus Trips	19.00	41.00	19	41	60	6.4
	Zone 11 Subtotal					19	41	60	6.4
12	Zone 4 - Nor	1.00	Campus Trips	10.00	22.00	10	22	32	3.4
	Zone 12 Subtotal					10	22	32	3.4
14	Zone 2 - Eas	1.00	Campus Trips	86.00	182.00	86	182	268	28.4
	Zone 14 Subtotal					86	182	268	28.4
17	Zone 5S - Ce	1.00	Campus Trips	16.00	34.00	16	34	50	5.3
	Zone 17 Subtotal					16	34	50	5.3
19	Zone 3N - No	1.00	Campus Trips	5.00	11.00	5	11	16	1.7
	Zone 19 Subtotal					5	11	16	1.7
TOTAL						201	429	630	66.7

 2020 PM Plus Project (Campus Growth + Delaware)

Trip Generation Report

Forecast for 2020 Delaware Trips PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
16	2300 Delawar	1.00	Industrial	56.00	246.00	56	246	302	32.0
	Zone 16 Subtotal					56	246	302	32.0
24	2300 Delawar	1.00	Receiving Dock	6.00	6.00	6	6	12	1.3
	Zone 24 Subtotal					6	6	12	1.3
TOTAL						62	252	314	33.3

2020 PM Plus Project (Campus Growth + Delaware)

Trip Distribution Report

Percent Of Trips Campus Trips

Zone	To Gates										
	1	2	3	4	5	6	7	8	9	10	11
3	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
7	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
8	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
10	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
11	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
12	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
14	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
16	1.0	2.0	4.0	14.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
17	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
19	1.0	3.0	5.0	20.0	2.0	2.0	1.0	1.0	1.0	2.0	2.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	12	13	14	15	16	17	18	19	20	21	23
3	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
7	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
8	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
10	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
11	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
12	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
14	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
16	1.0	4.0	2.0	1.0	2.0	2.0	1.0	1.0	1.0	2.0	3.0
17	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
19	2.0	6.0	3.0	2.0	3.0	3.0	2.0	1.0	2.0	3.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates										
	24	25	26	27	29	30	31	33	35	37	38
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
16	1.0	3.0	3.0	2.0	2.0	3.0	1.0	13.0	0.0	18.0	1.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0

2020 PM Plus Project (Campus Growth + Delaware)

	To Gates										
Zone	24	25	26	27	29	30	31	33	35	37	38
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

	To Gates
Zone	-----
3	7.0
7	7.0
8	7.0
10	7.0
11	7.0
12	7.0
14	7.0
16	5.0
17	7.0
19	7.0
23	0.0
24	0.0

 2020 PM Plus Project (Campus Growth + Delaware)

 Turning Movement Report
 2020 Campus Trips PM + 2020 Delaware Trips PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#1 Campus Facilities / Coolidge													
Base	76	0	31	0	0	9	4	486	35	12	688	1	1342
Added	6	0	0	0	0	0	0	175	6	0	279	0	466
Total	82	0	31	0	0	9	4	661	41	12	967	1	1808
#2 Hagar / Coolidge													
Base	32	2	4	0	2	35	157	324	29	9	290	2	886
Added	0	0	0	0	0	92	58	117	0	0	187	0	454
Total	32	2	4	0	2	127	215	441	29	9	477	2	1340
#3 Hagar / East Collector													
Base	0	15	157	0	35	0	0	0	0	307	0	0	514
Added	0	0	58	0	0	0	0	0	0	92	0	0	150
Total	0	15	215	0	35	0	0	0	0	399	0	0	664
#4 McLaughlin / Hagar													
Base	169	0	256	0	0	0	0	207	96	215	172	0	1115
Added	0	0	0	0	0	0	0	64	0	0	44	0	108
Total	169	0	256	0	0	0	0	271	96	215	216	0	1223
#5 Heller / McLaughlin													
Base	0	59	186	21	80	0	0	0	0	197	0	29	572
Added	0	7	13	4	9	0	0	0	0	22	0	9	64
Total	0	66	199	25	89	0	0	0	0	219	0	38	636
#6 Heller / Meyer													
Base	0	195	50	19	293	0	0	0	0	117	0	26	700
Added	0	26	21	0	42	0	0	0	0	34	0	1	124
Total	0	221	71	19	335	0	0	0	0	151	0	27	824
#7 Highway 1 / Western													
Base	26	79	91	189	91	21	20	468	21	40	431	233	1710
Added	1	57	118	4	13	2	1	1	0	29	3	2	231
Marine	24	36	0	0	14	0	2	0	0	20	0	0	96
Total	51	172	209	193	118	23	23	469	21	89	434	235	2037
#8 Empire Grade / Western													
Base	152	0	60	0	0	0	0	497	150	80	448	0	1387
Added	35	0	26	0	0	0	0	139	17	13	67	0	297
Marine	22	0	4	0	0	0	0	0	12	2	0	0	40
Total	209	0	90	0	0	0	0	636	179	95	515	0	1724
#9 Empire Grade/Heller													
Base	0	0	0	470	0	24	13	72	0	0	149	383	1111
Added	0	0	0	117	0	1	0	39	0	0	29	72	258
Marine	0	0	0	0	0	0	0	12	0	0	32	0	44
Total	0	0	0	587	0	25	13	123	0	0	210	455	1413

 2020 PM Plus Project (Campus Growth + Delaware)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 High / Bay													
Base	250	260	51	270	499	68	53	210	300	85	247	176	2469
Added	50	117	2	79	192	13	26	36	102	1	17	38	673
Marine	0	7	0	0	4	2	4	0	0	0	0	0	17
Total	300	384	53	349	695	83	83	246	402	86	264	214	3159
#11 Iowa / Bay													
Base	62	710	37	21	1043	54	57	33	63	52	43	17	2192
Added	5	163	0	0	282	13	6	0	1	0	0	0	470
Marine	0	7	0	0	4	0	0	0	0	0	0	0	11
Total	67	880	37	21	1329	67	63	33	64	52	43	17	2673
#12 Escalona / Bay													
Base	58	700	11	151	757	32	17	19	48	7	17	86	1903
Added	0	168	0	0	283	0	0	0	0	0	0	0	451
Marine	0	17	2	0	4	0	0	0	0	1	0	0	24
Total	58	885	13	151	1044	32	17	19	48	8	17	86	2378
#13 King / Bay													
Base	22	584	41	298	752	26	33	177	30	69	180	210	2422
Added	0	138	2	62	221	0	0	0	0	1	0	29	453
Marine	0	9	2	0	5	0	0	0	0	1	0	0	17
Total	22	731	45	360	978	26	33	177	30	71	180	239	2892
#14 Mission / Bay													
Base	93	193	52	343	219	158	213	1371	97	250	1407	215	4611
Added	0	16	0	152	33	36	55	119	1	0	27	71	510
Marine	0	0	16	0	0	6	11	131	0	9	42	0	215
Total	93	209	68	495	252	200	279	1621	98	259	1476	286	5336
#15 Bay / California													
Base	0	334	243	78	388	0	0	0	0	208	0	94	1345
Added	0	15	6	0	29	0	0	0	0	1	0	0	51
Marine	0	16	0	0	9	0	0	0	0	0	0	0	25
Total	0	365	249	78	426	0	0	0	0	209	0	94	1421
#16 Bay / West Clfif													
Base	0	0	0	376	0	83	61	431	0	0	478	435	1864
Added	0	0	0	42	0	0	0	0	0	0	0	17	59
Total	0	0	0	418	0	83	61	431	0	0	478	452	1923
#17 Mission / Laurel													
Base	362	231	45	42	262	16	17	1188	371	69	1296	52	3951
Added	33	0	0	0	0	0	0	192	79	0	65	0	369
Marine	0	0	0	0	0	0	0	141	7	0	78	0	226
Total	395	231	45	42	262	16	17	1521	457	69	1439	52	4546

2020 PM Plus Project (Campus Growth + Delaware)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Mission / Walnut													
Base	79	87	67	72	123	11	16	1036	57	47	1237	18	2850
Added	0	0	0	0	0	0	0	192	0	0	65	0	257
Marine	2	0	0	0	0	0	0	137	4	0	75	0	218
Total	81	87	67	72	123	11	16	1365	61	47	1377	18	3325
#19 Mission / King-Union													
Base	3	7	13	1073	1	8	2	1537	3	34	1547	235	4463
Added	0	0	0	158	0	0	0	192	0	0	65	25	440
Marine	0	0	0	0	0	0	0	137	0	0	65	0	202
Total	3	7	13	1231	1	8	2	1866	3	34	1677	260	5105
#20 Mission / Chestnut													
Base	157	409	47	59	461	1931	1633	616	122	13	497	60	6005
Added	1	0	0	0	0	121	303	48	2	0	19	0	494
Marine	0	13	2	0	7	70	127	9	0	0	5	0	233
Total	158	422	49	59	468	2122	2063	673	124	13	521	60	6732
#21 SR9 / SR1													
Base	144	297	471	826	297	165	258	1839	145	476	1857	575	7350
Added	0	0	0	0	0	12	31	272	0	0	108	0	423
Marine	0	0	0	0	0	4	7	134	0	0	74	0	219
Total	144	297	471	826	297	181	296	2245	145	476	2039	575	7992
#22 High / Storey													
Base	63	0	0	0	0	0	0	0	525	13	626	0	1227
Added	0	0	0	0	0	0	0	0	107	0	51	0	158
Total	63	0	0	0	0	0	0	0	632	13	677	0	1385
#23 King / Storey													
Base	0	0	0	563	0	15	14	270	0	0	238	29	1129
Added	0	0	0	105	0	0	0	54	0	0	25	0	184
Total	0	0	0	668	0	15	14	324	0	0	263	29	1313
#24 Mission / King (West)													
Base	0	0	0	22	0	70	75	1079	0	48	779	28	2101
Added	0	0	0	0	0	0	0	172	0	0	52	0	224
Marine	0	0	0	0	0	0	0	89	0	0	49	0	138
Total	0	0	0	22	0	70	75	1340	0	48	880	28	2463
#25 Mission / Almar-Younglove													
Base	186	206	3	71	0	57	0	1150	98	411	966	0	3148
Added	1	0	6	0	0	0	0	169	3	13	51	0	243
Marine	0	0	54	0	0	0	0	88	0	0	49	0	191
Total	187	206	63	71	0	57	0	1407	101	424	1066	0	3582

2020 PM Plus Project (Campus Growth + Delaware)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#26 Highway 1 / Swift													
Base	100	50	316	75	17	3	9	673	87	268	538	79	2215
Added	2	0	52	0	0	0	0	120	4	20	32	0	230
Marine	0	0	53	0	0	0	0	36	0	29	20	0	138
Total	102	50	421	75	17	3	9	829	91	317	590	79	2583
#27 Delaware / Almar													
Base	9	100	28	39	119	49	51	414	7	19	192	67	1094
Added	0	0	0	0	0	1	2	21	0	0	5	0	29
Marine	0	0	0	0	30	0	54	41	0	0	24	0	149
Total	9	100	28	39	149	50	107	476	7	19	221	67	1272
#28 Delaware / Swift													
Base	7	147	34	91	222	67	110	222	33	31	91	54	1109
Added	0	0	0	23	0	11	5	0	0	0	0	6	45
Marine	0	0	0	0	0	29	53	97	0	0	53	0	232
Total	7	147	34	114	222	107	168	319	33	31	144	60	1386
#29 Lincoln St. / Chestnut St.													
Base	0	241	60	71	306	0	10	108	40	17	0	85	938
Added	0	0	0	2	0	0	0	4	0	0	1	1	8
Marine	0	0	0	0	0	0	0	4	0	0	2	0	6
Total	0	241	60	73	306	0	10	116	40	17	3	86	952
#30 Highland Ave. / High St.													
Base	714	85	12	0	60	3	0	0	0	5	3	1	883
Added	51	0	0	0	0	0	0	0	0	0	0	0	51
Total	765	85	12	0	60	3	0	0	0	5	3	1	934
#31 Laurel St. / Chestnut St.													
Base	40	27	72	201	48	72	76	801	27	47	725	121	2257
Added	0	0	0	0	0	14	36	46	0	0	19	0	115
Marine	0	0	0	0	0	0	0	7	0	0	0	0	7
Total	40	27	72	201	48	86	112	854	27	47	744	121	2379
#32 Water St. / River St.													
Base	131	329	355	197	284	34	47	594	72	299	670	223	3235
Added	0	0	0	0	0	0	0	48	0	0	19	0	67
Marine	0	0	0	0	0	0	0	11	0	0	5	0	16
Total	131	329	355	197	284	34	47	653	72	299	694	223	3318
#33 Ocean St. / Water St.													
Base	157	573	109	352	821	287	377	711	80	111	556	183	4317
Added	7	0	0	0	0	0	0	30	18	0	12	0	67
Marine	0	0	0	0	0	0	0	11	0	0	5	0	16
Total	164	573	109	352	821	287	377	752	98	111	573	183	4400

 2020 PM Plus Project (Campus Growth + Delaware)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#34 Water St. / Branciforte Ave.													
Base	198	260	44	42	134	87	285	843	253	80	1204	68	3498
Added	0	0	1	0	0	0	0	19	0	0	7	0	27
Total	198	260	45	42	134	87	285	862	253	80	1211	68	3525
#35 Soquel Ave. / Morrissey Blvd./ Water													
Base	23	158	27	262	184	490	451	1331	32	55	985	274	4272
Added	0	0	0	0	0	3	7	7	0	0	3	0	20
Total	23	158	27	262	184	493	458	1338	32	55	988	274	4292
#36 Soquel Ave. / Capitola Rd.													
Base	605	14	35	45	35	25	27	1021	887	68	610	26	3398
Added	0	0	0	0	0	0	0	7	0	0	3	0	10
Total	605	14	35	45	35	25	27	1028	887	68	613	26	3408
#37 Ocean St. / Soquel Ave.													
Base	56	436	113	315	739	145	140	551	156	89	347	140	3227
Added	1	0	0	0	0	0	0	5	1	0	1	0	8
Total	57	436	113	315	739	145	140	556	157	89	348	140	3235
#38 Seabright Ave. / Soquel Ave.													
Base	196	40	254	49	108	78	57	785	109	203	496	15	2390
Added	0	0	0	0	0	0	0	4	0	0	1	0	5
Total	196	40	254	49	108	78	57	789	109	203	497	15	2395
#39 Broadway / San Lorenzo Blvd.													
Base	442	0	58	0	0	0	0	671	616	0	578	0	2365
Added	13	0	0	0	0	0	0	15	31	0	6	0	65
Total	455	0	58	0	0	0	0	686	647	0	584	0	2430
#40 Seabright Ave. / Murray St.													
Base	61	112	133	386	132	53	69	903	4	55	556	249	2713
Added	0	0	0	0	0	2	5	11	0	0	5	0	23
Total	61	112	133	386	132	55	74	914	4	55	561	249	2736
#41 High / Laurent													
Base	15	13	5	16	15	5	22	545	30	12	572	12	1262
Added	0	0	0	0	0	0	0	107	0	0	51	0	158
Total	15	13	5	16	15	5	22	652	30	12	623	12	1420
#42 Empire Grade / Cave Gulch													
Base	0	173	0	0	85	0	0	0	0	0	0	0	258
Added	0	6	24	6	2	0	0	0	0	38	0	12	88
Total	0	179	24	6	87	0	0	0	0	38	0	12	346
#70 Coolidge / East Collector													
Base	54	324	0	0	290	44	50	0	60	0	0	0	822
Added	58	59	0	0	95	3	5	0	92	0	0	0	312
Total	112	383	0	0	385	47	55	0	152	0	0	0	1134

 2020 PM Plus Project (Campus Growth + Delaware)

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#71 McLaughlin / Chinquapin													
Base	0	0	0	46	0	9	23	266	0	0	281	51	676
Added	0	0	0	30	0	4	2	34	0	0	25	19	114
Total	0	0	0	76	0	13	25	300	0	0	306	70	790
#72 Heller-North Loop / Cave Gulch													
Base	0	88	0	0	101	0	0	0	0	0	0	0	189
Added	10	6	0	0	8	21	16	0	5	0	0	0	66
Total	10	94	0	0	109	21	16	0	5	0	0	0	255

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Campus Facilities / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.862
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 73 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume categories and 13 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 9 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Hagar / Coolidge

Cycle (sec): 60 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 45 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 Hagar / East Collector

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: B[11.8]

Street Name:	Hagar						East Collector					
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	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	15	157	0	35	0	0	0	0	307	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	15	157	0	35	0	0	0	0	307	0	0
Added Vol:	0	0	58	0	0	0	0	0	0	92	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	15	215	0	35	0	0	0	0	399	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	16	234	0	38	0	0	0	0	434	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	16	234	0	38	0	0	0	0	434	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	54	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	959	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	959	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.45	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.4	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.8	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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		
ApproachLOS:	*			*			*			B		

 2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #4 McLaughlin / Hagar

Cycle (sec): 100 Critical Vol./Cap. (X): 0.803
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.1
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Hagar						McLaughlin					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	169	0	256	0	0	0	0	207	96	215	172	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	0	256	0	0	0	0	207	96	215	172	0
Added Vol:	0	0	0	0	0	0	0	64	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	0	256	0	0	0	0	271	96	215	216	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	184	0	278	0	0	0	0	295	104	234	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	0	278	0	0	0	0	295	104	234	235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	184	0	278	0	0	0	0	295	104	234	235	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:	0.40	0.00	0.60	0.00	0.00	0.00	0.00	0.74	0.26	0.50	0.50	0.00
Final Sat.:	238	0	360	0	0	0	0	434	154	291	292	0

Capacity Analysis Module:

Vol/Sat:	0.77	xxxx	0.77	xxxx	xxxx	xxxx	xxxx	0.68	0.68	0.80	0.80	xxxx
Crit Moves:			***					***		***		
Delay/Veh:	24.2	0.0	24.2	0.0	0.0	0.0	0.0	19.6	19.6	27.9	27.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	0.0	24.2	0.0	0.0	0.0	0.0	19.6	19.6	27.9	27.9	0.0
LOS by Move:	C	*	C	*	*	*	*	C	C	D	D	*
ApproachDel:	24.2			xxxxxx				19.6			27.9	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	24.2			xxxxxx				19.6			27.9	
LOS by Appr:	C			*				C		D		

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #5 Heller / McLaughlin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Heller, McLaughlin), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module: Table with columns for Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #6 Heller / Meyer

Cycle (sec): 100 Critical Vol./Cap. (X): 0.536
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Heller, Meyer), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across four approaches.

Saturation Flow Module: Table with columns for Adjust, Lanes, and Final Sat. across four approaches.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr. across four approaches.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Highway 1 / Western

Cycle (sec): 100 Critical Vol./Cap. (X): 0.908
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: 113 Level Of Service: D

Table with columns for Street Name (Western, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Empire Grade / Western

Average Delay (sec/veh): 117.2 Worst Case Level Of Service: F[672.7]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 13 columns for volume components (Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol) and 4 columns for bound volumes.

Critical Gap Module: Table with 13 columns for gap components (Critical Gp, FollowUpTim) and 4 columns for bound gap values.

Capacity Module: Table with 13 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for bound capacity values.

Level of Service Module: Table with 13 columns for LOS components (Queue, Stopped Del, LOS by Move, Shared Cap., Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for bound LOS values.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 Empire Grade/Heller

Average Delay (sec/veh): 74.3 Worst Case Level Of Service: F[171.3]

Street Name:	Heller						Empire Grade					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	470	0	24	13	72	0	0	149	383
Growth Adj:	1.00	1.00	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	470	0	24	13	72	0	0	149	383
Added Vol:	0	0	0	117	0	1	0	39	0	0	29	72
Marine Labs:	0	0	0	0	0	0	0	12	0	0	32	0
Initial Fut:	0	0	0	587	0	25	13	123	0	0	210	455
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	0	0	739	0	31	16	155	0	0	264	573
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	739	0	31	16	155	0	0	264	573

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:

Cnflct Vol:	xxxx	xxxx	xxxxx	452	xxxx	264	838	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	569	xxxx	779	805	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	560	xxxx	779	805	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.32	xxxx	0.04	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	31.3	xxxx	0.1	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	178.2	xxxx	9.8	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			171.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 High / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.906
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: 83 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 8 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Iowa / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 50 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for different volume categories and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 8 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Escalona / Bay

Cycle (sec): 80 Critical Vol./Cap. (X): 0.841
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 71 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 16 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 King / Bay

Cycle (sec): 60 Critical Vol./Cap. (X): 0.995
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 125 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 8 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Mission / Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 1.309
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 164.8
Optimal Cycle: 180 Level Of Service: F

Table with columns: Street Name, Bay, SR 1 - Mission, Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control, Rights, Min. Green, Lanes.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2kAvg.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Bay / California

Average Delay (sec/veh): 28.5 Worst Case Level Of Service: F[131.1]

Street Name:	Bay				California													
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	1	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	334	243	78	388	0	0	0	0	208	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	334	243	78	388	0	0	0	0	208	0	94
Added Vol:	0	15	6	0	29	0	0	0	0	1	0	0
Marine Labs:	0	16	0	0	9	0	0	0	0	0	0	0
Initial Fut:	0	365	249	78	426	0	0	0	0	209	0	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	372	254	80	435	0	0	0	0	213	0	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	372	254	80	435	0	0	0	0	213	0	96

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	627	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1093	xxxx	499
Potent Cap.:	xxxx	xxxx	xxxxxx	965	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	239	xxxx	575
Move Cap.:	xxxx	xxxx	xxxxxx	965	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	223	xxxx	575
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.95	xxxx	0.17

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	276	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	13.1	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	131	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			131.1		
ApproachLOS:	*			*			*			F		

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #16 Bay / West Clif

Cycle (sec): 100 Critical Vol./Cap. (X): 1.060
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 68.3
Optimal Cycle: 0 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 0 1 0 0 1 0 1

Volume Module:
Base Vol: 0 0 0 376 0 83 61 431 0 0 478 435
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 376 0 83 61 431 0 0 478 435
Added Vol: 0 0 0 42 0 0 0 0 0 0 0 17
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 418 0 83 61 431 0 0 478 452
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 0 0 0 446 0 89 65 460 0 0 510 482
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 446 0 89 65 460 0 0 510 482
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 446 0 89 65 460 0 0 510 482

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 0.12 0.88 0.00 0.00 1.00 1.00
Final Sat.: 0 0 0 449 0 527 61 434 0 0 483 533

Capacity Analysis Module:
Vol/Sat: xxxx xxxx xxxx 0.99 xxxx 0.17 1.06 1.06 xxxx xxxx 1.06 0.91
Crit Moves: **** **** ****
Delay/Veh: 0.0 0.0 0.0 69.0 0.0 10.9 83.8 83.8 0.0 0.0 84.0 44.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 69.0 0.0 10.9 83.8 83.8 0.0 0.0 84.0 44.9
LOS by Move: * * * F * B F F * * F E
ApproachDel: xxxxxx 59.3 83.8 65.0
Delay Adj: xxxxxx 1.00 1.00 1.00
ApprAdjDel: xxxxxx 59.3 83.8 65.0
LOS by Appr: * F F F

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Mission / Laurel

Cycle (sec): 100 Critical Vol./Cap. (X): 1.261
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 110.7
Optimal Cycle: 180 Level Of Service: F

Table with columns for Street Name (Laurel, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Mission / Walnut

Cycle (sec): 100 Critical Vol./Cap. (X): 0.816
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 90 Level Of Service: C

Table with columns for Street Name (Walnut, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

HCM Signalized Intersection Capacity Analysis
 3: Mission - SR 1 & King

2020 PM Plus Project
 9/13/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↕	↕↕			↕↕		↕	↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor		0.95		1.00	0.95			1.00		0.95	0.95	
Frt		1.00		1.00	0.98			0.92		1.00	1.00	
Flt Protected		1.00		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (prot)		3538		1770	3468			1709		1681	1683	
Flt Permitted		0.86		0.95	1.00			0.99		0.95	0.95	
Satd. Flow (perm)		3034		1770	3468			1709		1681	1683	
Volume (vph)	2	1866	3	34	1677	260	3	7	13	1231	1	8
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	2	1904	3	35	1711	265	3	7	13	1256	1	8
RTOR Reduction (vph)	0	0	0	0	8	0	0	12	0	0	0	0
Lane Group Flow (vph)	0	1909	0	35	1968	0	0	11	0	661	604	0
Turn Type	Perm			Prot			Split			Split		
Protected Phases		4		3	8		2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		70.6		3.2	77.8			17.0		44.0	44.0	
Effective Green, g (s)		70.6		3.2	77.8			17.0		44.0	44.0	
Actuated g/C Ratio		0.47		0.02	0.52			0.11		0.29	0.29	
Clearance Time (s)		4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)		1420		38	1789			193		490	491	
v/s Ratio Prot				0.02	c0.57			c0.01		c0.39	0.36	
v/s Ratio Perm		c0.63										
v/c Ratio		1.34		0.92	1.10			0.06		1.35	1.23	
Uniform Delay, d1		40.1		73.7	36.5			59.8		53.4	53.4	
Progression Factor		1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2		159.8		114.3	54.2			0.6		170.1	120.4	
Delay (s)		199.9		188.0	90.7			60.3		223.5	173.8	
Level of Service		F		F	F			E		F	F	
Approach Delay (s)		199.9			92.4			60.3			199.8	
Approach LOS		F			F			E			F	

Intersection Summary

HCM Average Control Delay	157.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	150.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	102.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Mission / Chestnut

Cycle (sec): 120 Critical Vol./Cap. (X): 1.170
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 97.6
Optimal Cycle: 180 Level Of Service: F

Table with columns for Street Name (Chestnut, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 SR9 / SR1

Cycle (sec): 135 Critical Vol./Cap. (X): 1.182
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 124.3
Optimal Cycle: 180 Level Of Service: F

Table with columns for Street Name (SR 9, SR 1), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 High / Storey

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[16.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	0	0	1	0

Volume Module:

Base Vol:	63	0	0	0	0	0	0	0	525	13	626	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	0	0	0	0	0	0	0	525	13	626	0
Added Vol:	0	0	0	0	0	0	0	0	107	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	0	0	0	0	0	0	0	632	13	677	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	66	0	0	0	0	0	0	0	663	14	710	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	66	0	0	0	0	0	0	0	663	14	710	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	738	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	663	xxxx	xxxxx
Potent Cap.:	388	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	935	xxxx	xxxxx
Move Cap.:	384	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	935	xxxx	xxxxx
Volume/Cap:	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

Queue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx			
Stopped Del:	16.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx			
LOS by Move:	C	*	*	*	*	*	*	*	*	A	*	*			
Movement:	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	0.0	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	16.3			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	C			*			*			*					

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #23 King / Storey

Cycle (sec): 100 Critical Vol./Cap. (X): 1.388
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 114.2
Optimal Cycle: 0 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 0 1 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 563 0 15 14 270 0 0 238 29
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 563 0 15 14 270 0 0 238 29
Added Vol: 0 0 0 105 0 0 0 54 0 0 25 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 668 0 15 14 324 0 0 263 29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0 725 0 16 15 351 0 0 285 31
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 725 0 16 15 351 0 0 285 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.: 0 0 0 725 0 16 15 351 0 0 285 31

Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 0.04 0.96 0.00 0.00 0.90 0.10
Final Sat.: 0 0 0 522 0 630 23 538 0 0 502 55

Capacity Analysis Module:
Vol/Sat: xxxx xxxx xxxx 1.39 xxxx 0.03 0.65 0.65 xxxx xxxx 0.57 0.57
Crit Moves: ****
Delay/Veh: 0.0 0.0 0.0 206.3 0.0 8.6 20.4 20.4 0.0 0.0 17.3 17.3
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: 0.0 0.0 0.0 206.3 0.0 8.6 20.4 20.4 0.0 0.0 17.3 17.3
LOS by Move: * * * F * A C C * * C C
ApproachDel: xxxxxx 202.0 20.4 17.3
Delay Adj: xxxxxx 1.00 1.00 1.00
ApprAdjDel: xxxxxx 202.0 20.4 17.3
LOS by Appr: * F C C

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 Mission / King (West)

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: F[60.9]

Table with columns for Street Name (King (West)), SR 1 - Mission, and four Approach types (North Bound, South Bound, East Bound, West Bound). Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Rows include Critical Gap Module and FollowUpTim.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Rows include Level Of Service Module.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Mission / Almar-Younglove

Cycle (sec): 100 Critical Vol./Cap. (X): 1.072
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 63.5
Optimal Cycle: 180 Level Of Service: E

Street Name: Almar - Younglove SR 1 - Mission
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 0 1 0 1 0 0 0 1 0 0 1 0 2 0 0

Volume Module:
Base Vol: 186 206 3 71 0 57 0 1150 98 411 966 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 186 206 3 71 0 57 0 1150 98 411 966 0
Added Vol: 1 0 6 0 0 0 0 169 3 13 51 0
Marine Labs: 0 0 54 0 0 0 0 88 0 0 49 0
Initial Fut: 187 206 63 71 0 57 0 1407 101 424 1066 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 200 220 67 76 0 61 0 1503 108 453 1139 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 200 220 67 76 0 61 0 1503 108 453 1139 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.: 200 220 67 76 0 61 0 1503 108 453 1139 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.97 0.97 0.95 1.00 0.85 1.00 0.94 0.94 0.95 0.95 1.00
Lanes: 1.00 0.77 0.23 1.00 0.00 1.00 0.00 1.87 0.13 1.00 2.00 0.00
Final Sat.: 1805 1404 429 1805 0 1615 0 3335 239 1805 3610 0

Capacity Analysis Module:
Vol/Sat: 0.11 0.16 0.16 0.04 0.00 0.04 0.00 0.45 0.45 0.25 0.32 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.15 0.15 0.15 0.04 0.00 0.04 0.00 0.42 0.42 0.23 0.65 0.00
Volume/Cap: 0.76 1.07 1.07 1.07 0.00 0.96 0.00 1.07 1.07 1.07 0.48 0.00
Delay/Veh: 52.9 118 118.1 176.2 0.0 147.2 0.0 74.2 74.2 102.7 8.9 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 52.9 118 118.1 176.2 0.0 147.2 0.0 74.2 74.2 102.7 8.9 0.0
HCM2kAvg: 8 15 15 6 0 4 0 36 36 23 9 0

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Highway 1 / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.6
Optimal Cycle: 83 Level Of Service: C

Table with columns for Street Name (Swift, SR 1 - Mission), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 lanes.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across 12 lanes.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg across 12 lanes.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #27 Delaware / Almar

Cycle (sec): 100 Critical Vol./Cap. (X): 1.097
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 50.5
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns for different volume categories (Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.) and 4 rows for North, South, East, and West bounds.

Saturation Flow Module: Table with 12 columns for saturation flow factors and 3 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics (Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr) and 10 rows.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #28 Delaware / Swift

Cycle (sec): 100 Critical Vol./Cap. (X): 1.196
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 76.6
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns and 3 rows for Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 11 rows for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr.

 2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

 Intersection #29 Lincoln St. / Chestnut St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.672
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
 Optimal Cycle: 0 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	241	60	71	306	0	10	108	40	17	0	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	241	60	71	306	0	10	108	40	17	0	85
Added Vol:	0	0	0	2	0	0	0	4	0	0	1	1
Marine Labs:	0	0	0	0	0	0	0	4	0	0	2	0
Initial Fut:	0	241	60	73	306	0	10	116	40	17	3	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	279	69	84	354	0	12	134	46	20	3	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	279	69	84	354	0	12	134	46	20	3	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	279	69	84	354	0	12	134	46	20	3	99

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.80	0.20	0.19	0.81	0.00	0.12	1.40	0.48	0.16	0.03	0.81
Final Sat.:	0	518	129	126	527	0	59	698	249	85	15	431

Capacity Analysis Module:

Vol/Sat:	xxxx	0.54	0.54	0.67	0.67	xxxx	0.20	0.19	0.19	0.23	0.23	0.23
Crit Moves:			***		***		***				***	
Delay/Veh:	0.0	13.9	13.9	17.9	17.9	0.0	10.9	10.7	10.3	10.4	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.9	13.9	17.9	17.9	0.0	10.9	10.7	10.3	10.4	10.4	10.4
LOS by Move:	*	B	B	C	C	*	B	B	B	B	B	B
ApproachDel:		13.9			17.9			10.6			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.9			17.9			10.6			10.4	
LOS by Appr:		B			C			B			B	

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #30 Highland Ave. / High St.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.480
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 219.4
Optimal Cycle: 0 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns for different volume types (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.) and 3 rows of data.

Saturation Flow Module: Table with 13 columns for flow metrics (Adjustment, Lanes, Final Sat.) and 3 rows of data.

Capacity Analysis Module: Table with 13 columns for capacity metrics (Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr) and 10 rows of data.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Laurel St. / Chestnut St.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.958
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 101 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 12 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, etc.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Water St. / River St.

Cycle (sec): 90 Critical Vol./Cap. (X): 0.964
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 47.9
Optimal Cycle: 137 Level Of Service: D

Table with columns for Street Name (River, Water), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Ocean St. / Water St.

Cycle (sec): 120 Critical Vol./Cap. (X): 0.836
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 44.9
Optimal Cycle: 103 Level Of Service: D

Table with columns for Street Name (Ocean, Water), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, Marine Labs, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Water St. / Branciforte Ave.

Cycle (sec): 90 Critical Vol./Cap. (X): 1.075
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 66.6
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Soquel Ave. / Morrissey Blvd./ Water

Cycle (sec): 85 Critical Vol./Cap. (X): 1.023
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 49.1
Optimal Cycle: 180 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Permitted, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic scenarios. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Soquel Ave. / Capitola Rd.

Cycle (sec): 90 Critical Vol./Cap. (X): 1.028
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 60.0
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic scenarios. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module: Table with 12 columns. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ocean St. / Soquel Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 35.6
Optimal Cycle: 73 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and 13 rows of adjustment factors.

Saturation Flow Module: Table with 12 columns representing saturation flow values and 4 rows of adjustment factors.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics and 10 rows of adjustment factors.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Seabright Ave. / Soquel Ave.

Cycle (sec): 60 Critical Vol./Cap. (X): 1.003
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 55.4
Optimal Cycle: 107 Level Of Service: E

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different traffic scenarios and 13 rows of volume-related metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 13 columns and 10 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Broadway / San Lorenzo Blvd.

Cycle (sec): 60 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 48 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Permitted), Rights (Include, Ovl), Min. Green, and Lanes.

Volume Module: Table with 13 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 13 columns representing saturation flow components like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 13 columns representing capacity analysis components like Vol/Sat, Crit Moves, Green/Cycle, etc.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Seabright Ave. / Murray St.

Cycle (sec): 80 Critical Vol./Cap. (X): 1.221
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 153.2
Optimal Cycle: 180 Level Of Service: F

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow values and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAvg.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #41 High / Laurent

Cycle (sec): 100 Critical Vol./Cap. (X): 1.056

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 58.3

Optimal Cycle: 0 Level Of Service: F

Street Name:	Laurent						High					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module: >> Count Date: 29 Jan 2003 <<

Base Vol:	15	13	5	16	15	5	22	545	30	12	572	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	13	5	16	15	5	22	545	30	12	572	12
Added Vol:	0	0	0	0	0	0	0	107	0	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	13	5	16	15	5	22	652	30	12	623	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	16	14	5	17	16	5	24	709	33	13	677	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	14	5	17	16	5	24	709	33	13	677	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	14	5	17	16	5	24	709	33	13	677	13

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:	0.46	0.39	0.15	0.44	0.42	0.14	0.03	0.93	0.04	0.02	0.96	0.02
Final Sat.:	231	201	77	227	212	71	23	671	31	13	693	13

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.07	0.08	0.08	0.08	1.06	1.06	1.06	0.98	0.98	0.98
Crit Moves:	****			****			****			****		
Delay/Veh:	10.5	10.5	10.5	10.6	10.6	10.6	70.7	70.7	70.7	49.9	49.9	49.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	10.5	10.6	10.6	10.6	70.7	70.7	70.7	49.9	49.9	49.9
LOS by Move:	B	B	B	B	B	B	F	F	F	E	E	E
ApproachDel:	10.5			10.6			70.7			49.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.5			10.6			70.7			49.9		
LOS by Appr:	B			B			F			E		

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #42 Empire Grade / Cave Gulch

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

Table with columns: Street Name, Approach, Movement, Control, Rights, Lanes. Rows for Empire Grade and Cave Gulch.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module: Critical Gp, FollowUpTim

Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module: Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #70 Coolidge / East Collector

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[16.4]

Table with columns for Street Name (Coolidge, East Collector), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (1, 0, 1, 0, 0).

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across 12 lanes.

Critical Gap Module table with columns for Critical Gap (6.4, 6.2) and FollowUpTim (3.5, 3.3).

Capacity Module table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across 12 lanes.

Level Of Service Module table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

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

Intersection #71 McLaughlin / Chinquapin

Cycle (sec): 100 Critical Vol./Cap. (X): 0.513
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 0 Level Of Service: B

Table with columns for Street Name (Chinquapin, McLaughlin), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign), Rights (Include), Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol. across 12 movement categories.

Saturation Flow Module: Table with columns for Adjustment, Lanes, and Final Sat. across 12 movement categories.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, and LOS by Appr. across 12 movement categories.

2020 PM Plus Project (Campus Growth + Delaware)

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #72 Heller-North Loop / Cave Gulch

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A[9.8]

Table with columns for Street Name (Heller-North Loop, Cave Gulch), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0, 1, 0, 0, 0).

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol. across 12 lanes.

Critical Gap Module: Table with columns for Critical Gap (4.1, 6.4, 6.2) and FollowUpTim (2.2, 3.5, 3.3) across 12 lanes.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. across 12 lanes.

Level Of Service Module: Table with columns for Queue, Stopped Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS across 12 lanes.

