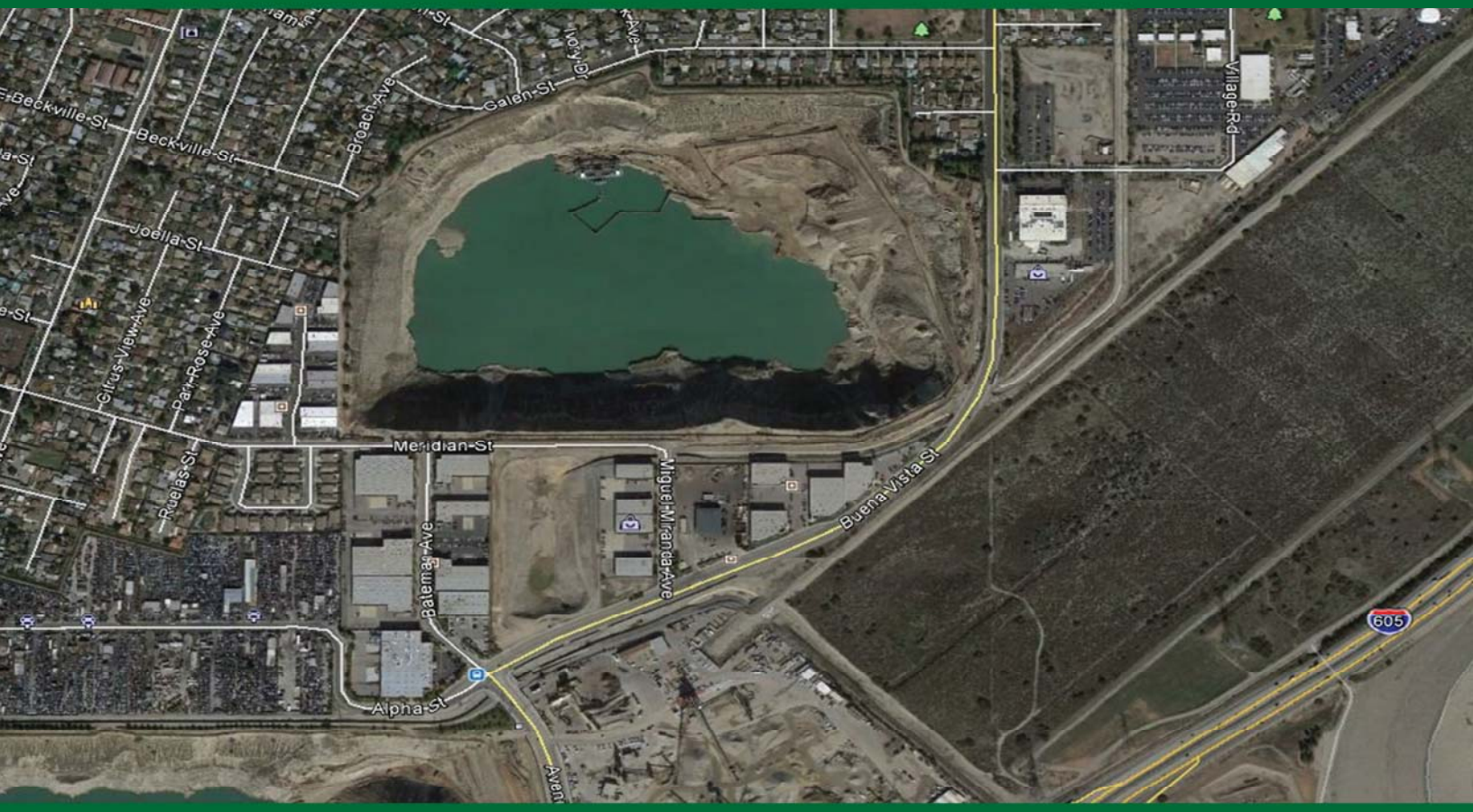
Appendix F
Traffic Appendix

ESA

TRAFFIC IMPACT STUDY REPORT

UNITED ROCK QUARRY NO. 3
CITY OF IRWINDALE, CALIFORNIA



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September 26th, 2017

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1. EXECUTIVE SUMMARY

The Los Angeles County Flood Control District (District) provides flood risk management, sediment management, and water conservation for much of Los Angeles County (County). The District manages a flood control system of dams, reservoirs, and debris retention basins that are designed to collect the sediment and prevent it from damaging property downstream. The proposed project would allow the District to purchase and use United Rock Products Corporation's (United Rock's) Quarry No. 3 as a sediment placement site (SPS) in order to prolong its sediment management capabilities. Quarry No. 3 is an existing open-pit mine that has been actively mined for decades by United Rock. The Project would have the District use the Quarry No. 3 site as a permanent placement location for sediment removed from facilities maintained by the District.

This Traffic Impact Study Report is prepared in accordance with the Scoping for Traffic Study approved by the Los Angeles County Department of Public Works, Traffic and Lighting Division (TLD); City of Irwindale Policy Guidelines for Traffic Impact Reports; and Caltrans Guide for the Preparation of Traffic impact Studies. This Traffic Impact Study reviews the proposed project and analyzes the impacts of the proposed project traffic on the study area for the following scenarios:

- Existing Traffic Conditions – After Notice of Preparation (NOP) or commencement of environmental study
- Existing + Project Traffic Conditions
- Existing + Project Traffic Conditions + Mitigations (if necessary)
- Existing + Project Traffic + Other Development Traffic Conditions
- Existing + Project Traffic + Other Development Traffic Conditions + Mitigations (if necessary)

Thirteen (13) study area intersections along with the San Gabriel River Freeway (I-605) were analyzed for significant traffic impacts, as defined in **Section 3.3**. The proposed project adds trips to the currently deficient San Gabriel River Freeway (I-605) and has significant traffic impact on the intersections of I-605 Northbound Off-Ramp/Westbound Live Oak Avenue and I-605 Southbound Off-Ramp/Arrow Highway. The project shall contribute its fair share to the I-605 Corridor Feasibility Study initiated by the City of Irwindale and also pay the City of Irwindale its fair share contribution towards the proposed improvements at the intersections of I-605 Northbound Off-Ramp/Westbound Live Oak Avenue and I-605 Southbound Off-Ramp/Arrow Highway. **Section 17** provides information on the per trip cost and the project fair share percentage towards the I-605 Corridor Feasibility Study and proposed improvements at the intersections of I-605 Northbound Off-Ramp/Westbound Live Oak Avenue and I-605 Southbound Off-Ramp/Arrow Highway, respectively. The project fair share costs shall be determined by the District in consultation with City of Irwindale and Caltrans.

2. INTRODUCTION

2.1. PURPOSE

The purpose of this traffic impact study report is to review and identify potential traffic impacts of the proposed conversion of the United Rock Products Corporation's (United Rock's) Quarry No. 3 into a sediment placement site (SPS) by the Los Angeles County Flood Control District (District).

The traffic study shall review the proposed project and analyze the impacts of the proposed project on the study area from a traffic engineering point of view and recommend mitigation measures, as necessary.

This traffic study analyzes the study area for the following scenarios:

- Existing Traffic Conditions – After Notice of Preparation (NOP) or commencement of environmental study
- Existing + Project Traffic Conditions
- Existing + Project Traffic Conditions + Mitigations (if necessary)
- Existing + Project Traffic + Other Development Traffic Conditions
- Existing + Project Traffic + Other Development Traffic Conditions + Mitigations (if necessary)

2.2. PROPOSED PROJECT

Project Description

The proposed Project involves Quarry No. 3, which is an existing open-pit mine that is located in Irwindale California (See **Exhibit A**) and is currently owned and operated by United Rock. Under the Project, the District would purchase Quarry No. 3 from United Rock and use it as a SPS (to be called Buena Vista SPS) in order to maintain the District's sediment management capabilities and be able to sustain its facilities' capacities. The Project would have the District use the Quarry No. 3 site as a permanent placement location for sediment removed from facilities maintained by the District. As of 2016, Quarry No. 3 had a storage capacity of approximately 27 MCY and a depth of approximately 360 feet below the adjacent ground surface at its deepest.

The Project would include a Project construction phase and a Project operations phase, as described below. The maximum truck trips generated by the project during peak hours would be 50 truck trips per hour to and 50 truck trips per hour from the project site. See **Section 7.1** for project trip generation.

Due to the significant need for a placement location for sediment removed from the District's facilities, the District would begin Project construction in 2019 and Project operation in 2020. Placement of sediment at Buena Vista SPS would last approximately 50 years; therefore, the anticipated end date of the Project's operations would be in the year 2070.

The conversion of United Rock Quarry No. 3 to Buena Vista SPS would not generate any new sediment removal operations nor any new additional truck trips beyond those associated with the District's sediment removal operations. The Project would reroute the District's sediment hauling trucks to Buena Vista SPS from other locations where the District could dispose of the sediment.

Project Construction

Construction activities would include necessary improvements to the Quarry No. 3 site, the Buena Vista Spreading Basin site, and the surrounding vicinity to enable trucks to dispose of material in the new Buena Vista SPS (see **Exhibit B**). The Project's construction activities would include the following:

- Replacement of existing access gates with new access gates;
- Improvements to the existing access roads;
- Backfilling of the District's existing Buena Vista Spreading Basin, which would involve approximately 400 truck trips per day for 14 weeks (approximately 27,500 truck trips);
- Construction of a new paved access road through the District's existing Buena Vista Spreading Basin;
- Drainage improvements;
- Construction of a small operation building (approximately 500 square feet);
- Installation of enhanced lighting, a wheel wash station, and possibly measurement scales for truckloads; and
- Restriping of two segments of Buena Vista Street.

The Project's construction activities could also include the closure of Meridian Street between Bateman Avenue and Miguel Miranda Avenue. Traffic travelling east on Meridian Street would be forced to make a right turn onto Bateman Avenue and traffic travelling north on Bateman Avenue would be forced to make a left onto Meridian Street. Miguel Miranda Avenue would become a dead end street.

Construction and hauling would occur during eight-hour days. Peak truck trips generated by the Project construction activities could include 50 truck trips per hour, either in the morning or afternoon hours, for a total of 400 truck trips per day.

Construction is anticipated to be sequenced, with the first phase of the Project consisting of importation of fill material and backfilling of Buena Vista Spreading Basin as well as rough

grading of the Spreading Basin site. Improvements to the access roads and construction of the operations building would likely occur after completion of the first phase. For the purpose of impact analysis in this EIR, it was assumed that all construction activities would occur simultaneously. All staging of equipment would occur on-site at Buena Vista SPS or at Buena Vista Spreading Basin.

Project Operation

Operation of the Project includes the hauling and depositing of sediment collected from the District's facilities throughout the County into the Buena Vista SPS. Project operation would be intermittent, with many periods of low or no use of Buena Vista SPS.

During normal sediment placement operations, peak truck trips to the Project site could include 50 truck trips per hour, either in the morning or afternoon hours, for a total of 800 truck trips per day over an 8-hour period. The trucks used to transport material would be a mix of 20 CY trucks, and 10 CY trucks.

The majority of haul trucks utilizing Buena Vista SPS would access the site via the Arrow Highway exit from the southbound 605 Freeway, with a smaller percentage accessing the site via the Live Oak Avenue exit from the northbound I-605 Freeway. See **Section 7.2** for project trip distribution.

The District proposes to begin operation of the Buena Vista SPS in 2020 and anticipates filling the SPS by 2070. However, since the actual amount of sediment material transported to Buena Vista SPS would vary from year to year, depending on the frequency and severity of annual storm events, capacity might be reached sooner or later than 2070.

During operation activities, a maximum of five employees is anticipated onsite to manage the unloading of sediment.

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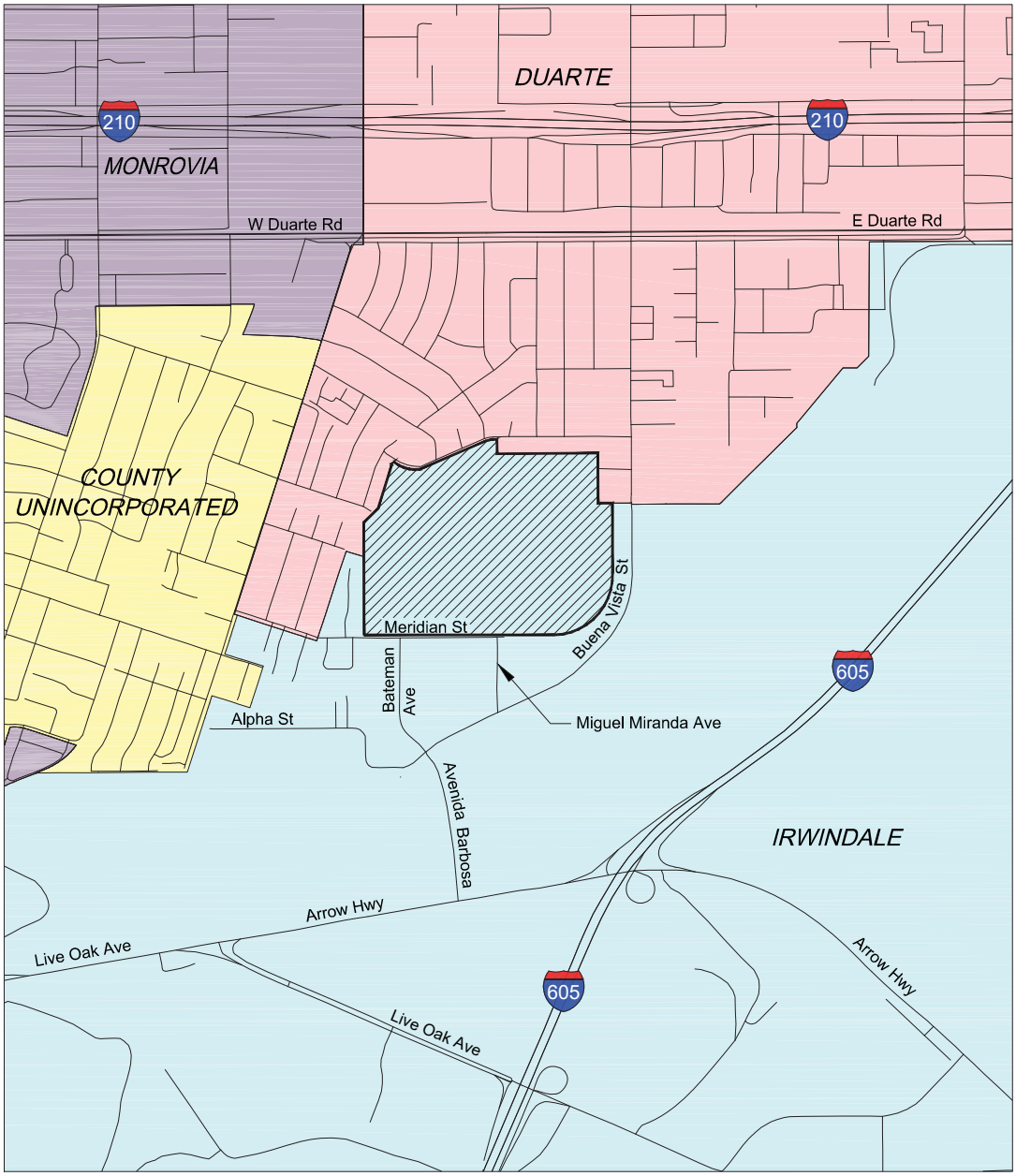
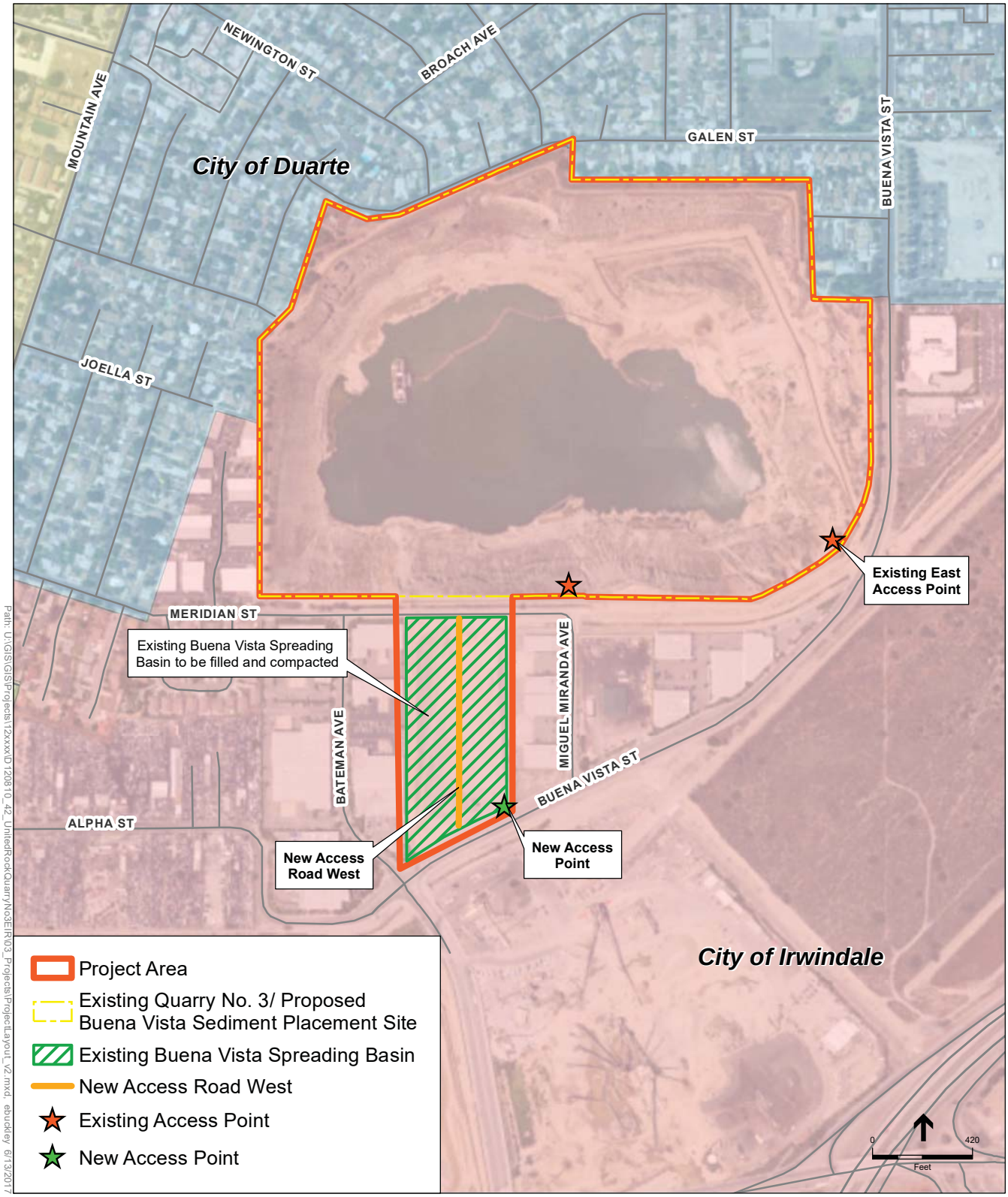


LEGEND:

Project Site

EXHIBIT A

LIN Consulting, Inc. Traffic, Civil, and Electrical Consulting Engineers	TRAFFIC IMPACT STUDY United Rock Quarry No. 3 Irwindale, CA	PROJECT LOCATION



SOURCE: ESRI

United Rock Quarry. 120810.42

Exhibit B

Project Site

3. ANALYSIS METHODOLOGY

3.1. INTERSECTION LEVEL OF SERVICE METHODOLOGY

Level of Service (LOS) is a qualitative measure used to describe the operating conditions of a particular type of transportation facility. LOS of a facility is defined using letters "A" through "F", where LOS "A" represents the best operating conditions and LOS "F" represents worst operating conditions.

In discussions with Caltrans it was agreed that the LOS at the study area intersections shall be conducted per City of Irwindale methodology. Per *City of Irwindale Policy Guidelines for Traffic Impact Reports* "The traffic study shall identify and analyze all the impacts to the operational conditions (Level Of Service, or "LOS") of the transportation facilities in the project accordance with the Intersection Capacity Utilization (ICU) and Highway Capacity Manual (HCM) methodologies. The ICU methodology shall be used for signalized intersections, and the HCM methodology shall be used for the unsignalized intersections". The study conducted LOS analysis using Traffix software. **Table 1** lists the relationship between LOS and volume to capacity ratio per ICU methodology and **Table 2** lists the relationship between LOS and average control delay as defined in HCM.

Table 1: ICU Methodology - Level of Service by V/C Ratio

Level of Service (LOS)	Volume to Capacity Ratio (V/C)
A - Excellent Operation - Free Flow	0.00 - 0.60
B - Very Good Operation - Rural Design	0.61 - 0.70
C - Good Operation - Urban Design	0.71 - 0.80
D - Fair Operation - Maximum Urban Design	0.81 - 0.90
E - Poor Operation - Capacity	0.91 - 1.00
F - Jammed Operation - Forced Flow	>1.00

Table 2: HCM Methodology - LOS Criteria for AWSC and TWSC Intersections

LOS	Average Control Delay (sec/veh)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

3.2. FREEWAY MAINLINE SEGMENT ANALYSIS METHODOLOGY

The freeway segment analysis is based on the information obtained from Caltrans Performance Measurement System (PeMS). PeMS provides access to real-time and historical performance data in many useful formats and presentation styles to help understand transportation performance, identify problems, and formulate solutions. With PeMS, users can conduct a uniform and comprehensive assessment of freeway performance. The freeway segment analysis is based on the methodology described in Chapter 11 of the HCM 2010. The performance measure preferred by Caltrans to calculate LOS is density. PeMS estimates the LOS using density only. Density is expressed in terms of passenger cars per mile per lane (pc/mi/ln). **Table 3** illustrates the freeway segment LOS thresholds for each density range utilized for this analysis.

Table 3: Freeway Mainline LOS Thresholds

LOS	Density Range (pc/mi/ln)
A	≤ 11
B	>11 - 18
C	>18 - 26
D	>26 – 35
E	>35 – 45
F	>45 (Demand exceeds capacity)

3.3. SIGNIFICANT IMPACT CRITERIA

Per City of Irwindale *Policy Guidelines for Traffic Impact Reports* an intersection is said to be significantly impacted by the project traffic:

- When a signalized intersection operates at mid-range LOS "D" (as allowed by the General Plan) or better under existing or future conditions and the addition of the project trips degrades the intersection operations to LOS "E" or "F". The project mitigation should bring the facility to operate at mid-range LOS "D" at minimum.
- When a signalized intersection operates at LOS "E" (as allowed by the General Plan in some locations and for State Highways facilities) or better under existing or future baseline conditions, and the addition of project trips degrades the intersection operations to LOS "F", or increases the V/C ratio by 0.02 or greater. The project mitigation should bring the facility to operate at LOS "E", or pre-project conditions at minimum.
- When a signalized intersection operates at LOS "F" (a violation of the General Plan LOS Policy) under existing or future baseline conditions, and the addition of more than 50 peak-hour project trips increases the V/C ratio by 0.02 or greater. The project mitigation should bring the facility to pre-project conditions, which typically are defined as "existing" conditions.

- At an unsignalized intersection, when the minor stop-controlled approach operates at LOS "F" and does not have acceptable operation in terms of total control delay, and the addition of project trips increases the total control delay to more than 4.0 seconds per vehicle for a single lane approach or 5.0 seconds per vehicle for a multilane approach. The project mitigation should bring the facility to operate at LOS "E" at a minimum or to bring the total control delay to less than 4.0 seconds per vehicle for a single lane approach or 5.0 seconds per vehicle for a multilane approach at a minimum.
- At an unsignalized intersection, when the minor stop-controlled approach operates at LOS "F" and does not have an acceptable operation in terms of total control delay, and the addition of more than 50 peak hour project trips contributes to the continuing operational failure at the minor approach. The project mitigation should bring the facility to pre-project or existing conditions.

Caltrans Facilities

As per *Caltrans Guide for Preparation of Traffic Impact Studies*, "Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on state highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing Measure of Effectiveness (MOE) should be maintained." The District in discussion with Caltrans staff has agreed to pay the project fair share cost towards the I-605 Corridor Feasibility Study initiated by the City of Irwindale. See **Section 17** for project fair share.

4. TRAFFIC VOLUMES

Turning movement counts at the study intersections during the weekday AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM) and Average Daily Traffic (ADT) counts at the study area roadway segments were conducted on Thursday, March 24th, 2016. Intersection turning movement and ADT count data are provided in **Appendix A**.

5. EXISTING CONDITIONS

5.1. STUDY AREA

The study area was chosen to be wide enough to capture the changes in traffic circulation resulting from the proposed project traffic. The study area intersections were submitted to the Los Angeles County Department of Public Works, Traffic and Lighting Division (TLD) for their concurrence as part of the Traffic Study Memorandum of Understanding (MoU). **Exhibit C** shows the existing and future study intersection controls and intersection lane geometry.

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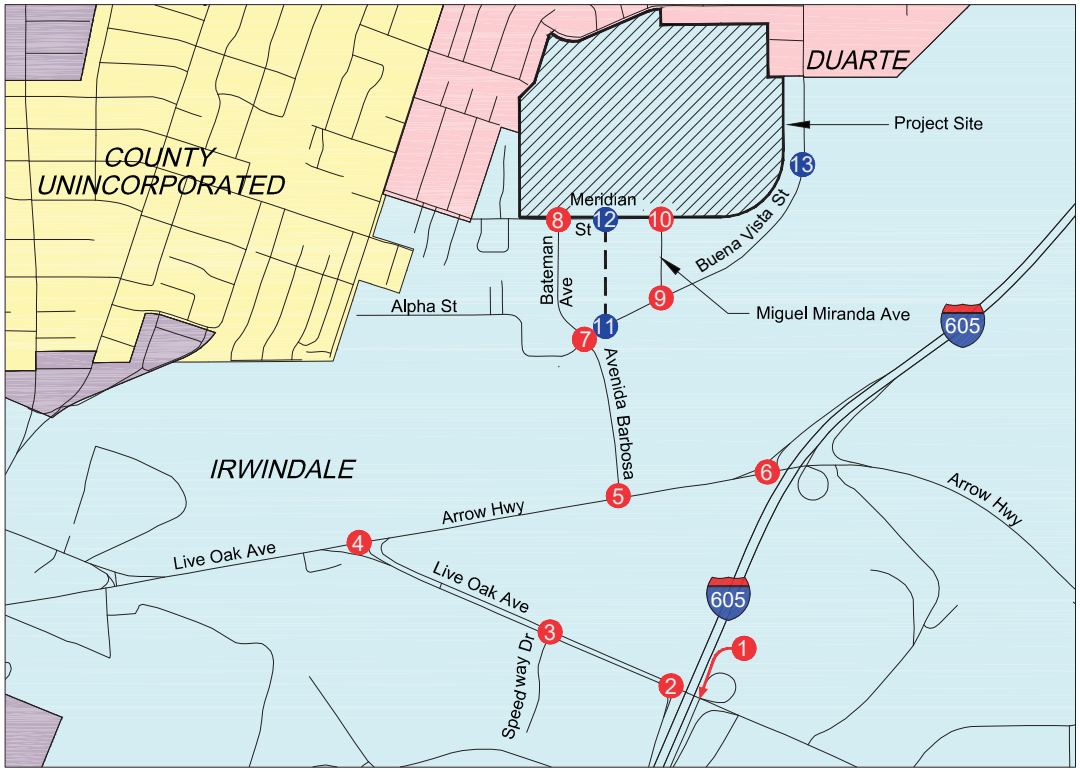


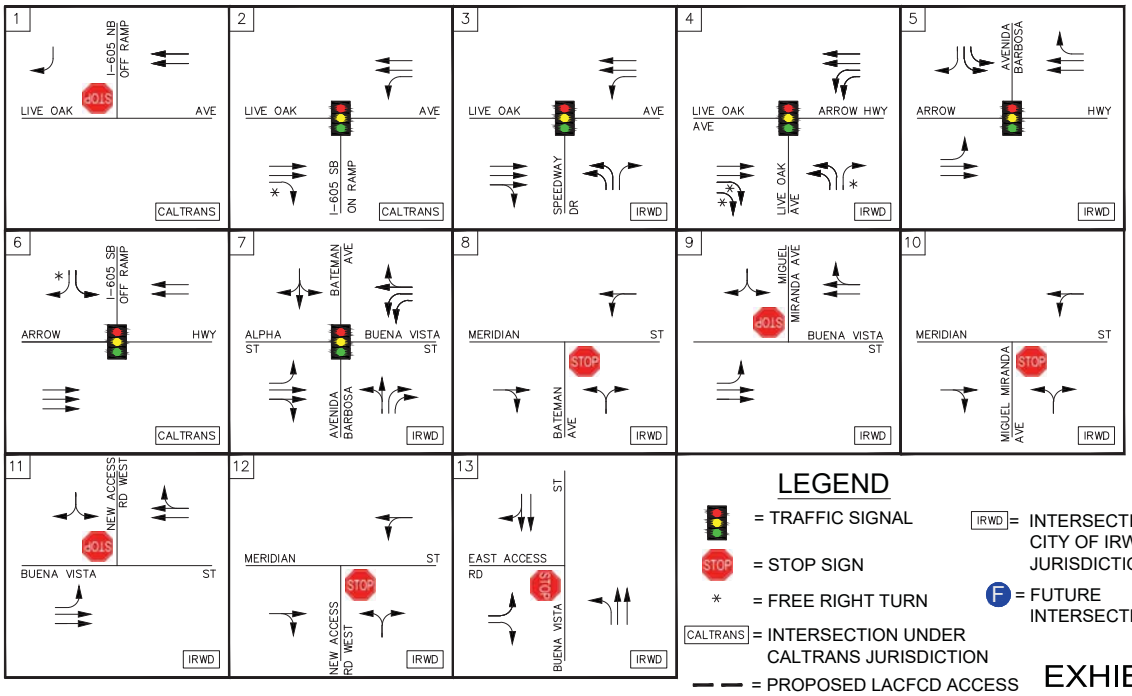


EXHIBIT C

LIN Consulting, Inc. Traffic, Civil, and Electrical Consulting Engineers	TRAFFIC IMPACT STUDY United Rock Quarry No. 3 Irwindale, CA	EXISTING (YEAR 2016) AND FUTURE INTERSECTIONS LANE GEOMETRY

5.2. STUDY INTERSECTIONS

1. I-605 Northbound Off-Ramp (NS) and Westbound Live Oak Avenue (EW)

I-605 northbound off-ramp on to westbound Live Oak Avenue has one approach with stop control. Westbound Live Oak Avenue has two lanes and has no control.

2. I-605 Southbound On-Ramp (NS) and Live Oak Avenue (EW)

Eastbound Live Oak Avenue has three lanes that include an exclusive free right turn only lane and two through lanes. Westbound Live Oak Avenue has three lanes that include an exclusive left turn only lane and two through lanes. This is a signalized T-intersection with protected left turn phasing for westbound Live Oak Avenue and the third leg of the intersection is an on-ramp to southbound I-605 freeway with only receiving lanes.

3. Speedway Drive (NS) and Live Oak Avenue (EW)

Northbound Speedway Drive has three lanes that include two exclusive left turn only lanes, and an exclusive right turn only lane. Eastbound Live Oak Avenue has three approach lanes. Westbound Live Oak Avenue has three lanes including an exclusive left turn only lane. This is a signalized T-intersection with protected left turn phasing for westbound Live Oak Avenue.

4. Live Oak Avenue (NS) and Live Oak Avenue/Arrow Highway (EW)

Northbound Live Oak Avenue has three lanes that include two exclusive left turn only lanes, and an exclusive free right turn only lane. Eastbound Live Oak Avenue has three approach lanes including an exclusive right turn only lane, which becomes a free right turn lane. Westbound Arrow Highway has four lanes that include two exclusive left turn only lanes. This is a signalized T- intersection with protected left turn phasing for westbound Arrow Highway.

5. Avenida Barbosa (NS) and Arrow Highway (EW)

Southbound Avenida Barbosa has three lanes that include two exclusive left turn only lanes, and an exclusive right turn only lane. Eastbound Arrow Highway has three approach lanes that include an exclusive left turn only lane. Westbound Arrow Highway has three lanes that include an exclusive right turn only lane. This is a signalized intersection with protected left turn phasing for eastbound Arrow Highway.

6. I-605 Southbound Off-Ramp (NS) and Arrow Highway (EW)

Eastbound and westbound Arrow Highway have three and two approach lanes, respectively. Southbound I-605 off-ramp has two lanes that include an exclusive left turn only lane and an exclusive free right turn only lane. This is a signalized T-intersection with protected left turn phasing for southbound I-605 off-ramp.

7. Bateman Avenue/Avenida Barbosa (NS) and Alpha Street/Buena Vista Street (EW)

Northbound Avenida Barbosa has three lanes that include two exclusive right turn only lanes and a through left turn only lane. Southbound Bateman Avenue has one approach lane. Westbound Buena Vista Street has three lanes that include two exclusive left turn only lanes. Eastbound Alpha Street has three lanes that include an exclusive left turn only lane. This is a signalized intersection with split phasing on northbound and southbound Bateman Avenue/Avenida Barbosa and protected left turn phasing on eastbound and westbound Alpha Street/Buena Vista Street.

8. Bateman Avenue (NS) and Meridian Street (EW)

This is a Two-Way-Stop-Control (TWSC) T-intersection with stop control on northbound Bateman Avenue. There is one approach lane on each leg of the intersection.

9. Miguel Miranda Avenue (NS) and Buena Vista Street (EW)

This is a TWSC T-intersection with stop control on southbound Miguel Miranda Avenue. Southbound Miguel Miranda Avenue has one approach lane. Eastbound Buena Vista Street has three lanes that include an exclusive left turn only lane. Westbound Buena Vista Street has two lanes.

10. Miguel Miranda Avenue (NS) and Meridian Street (EW)

This is a TWSC T-intersection with stop control on northbound Miguel Miranda Avenue. There is one approach lane on each leg of the intersection. The east leg of the intersection serves as the entrance to United Rock Products Quarry No. 3 and can be accessed by authorized personnel only.

11. New Access Road West (NS) and Buena Vista Street (EW)

This is a proposed future TWSC T-intersection with stop control on southbound New Access Road West. Southbound New Access Road West has one approach lane. Eastbound Buena Vista Street has three lanes that include an exclusive left turn only lane. Westbound Buena Vista Street has two lanes that includes a through right turn only lane.

12. New Access Road West (NS) and Meridian Street (EW)

This is a proposed future TWSC T-intersection with stop control on northbound New Access Road West. There is one approach lane on each leg of the intersection.

13. Buena Vista Street (NS) and East Access Road (EW)

This is a proposed future TWSC T-intersection with stop control on eastbound East Access Road. Eastbound East Access Road has two lanes that include an exclusive right turn only and an exclusive left turn only lane. Northbound Buena Vista Street has three lanes that

include an exclusive left turn only lane. Southbound Buena Vista Street has two lanes that include a through right turn only lane.

5.3. ROADWAY SEGMENTS

San Gabriel River Freeway (I-605) is a major north–south Interstate Highway located to the east of the project site. There are four lanes in each direction in the vicinity of the project site. I-605 freeway serves as a north-south connection between Interstate 210 and Interstate 405. The year 2014 AADT per Caltrans for I-605 between Arrow Highway and Live Oak Avenue was 134,000.

Buena Vista Street is a north-south arterial on which the project site is located. It has two lanes in each direction in the vicinity of the project site, along with a two-way-left turn-lane. Buena Vista Street provides access to Foothill (I 210) Freeway located to the north of the project site. The posted speed limit on this roadway is 45 mph in the vicinity of the project site.

Bateman Avenue/Avenida Barbosa is a north-south local street connecting Meridian Street to the north and Arrow Highway to the south. Avenida Barbosa has one lane and two lanes in each direction north and south of Buena Vista Street, respectively. Avenida Barbosa north of Alpha Street/Buena Vista Street is called Bateman Avenue.

Arrow Highway is an east-west arterial located to the south of the project site. Arrow Highway has two lanes and three lanes in eastbound and westbound direction, respectively in the vicinity of the project site. Arrow Highway provides project traffic access to the northbound San Gabriel River (I-605) Freeway. The posted speed limit on this roadway is 45 mph in the vicinity of the project site.

Live Oak Avenue is an east-west arterial located to the south of the project site. Live Oak Avenue has two lanes in each direction with a posted speed limit of 45 mph. Live Oak Avenue provides project traffic access to the southbound San Gabriel River (I-605) Freeway.

6. EXISTING TRAFFIC CONDITIONS (YEAR 2016)

6.1. INTERSECTION LEVEL OF SERVICE

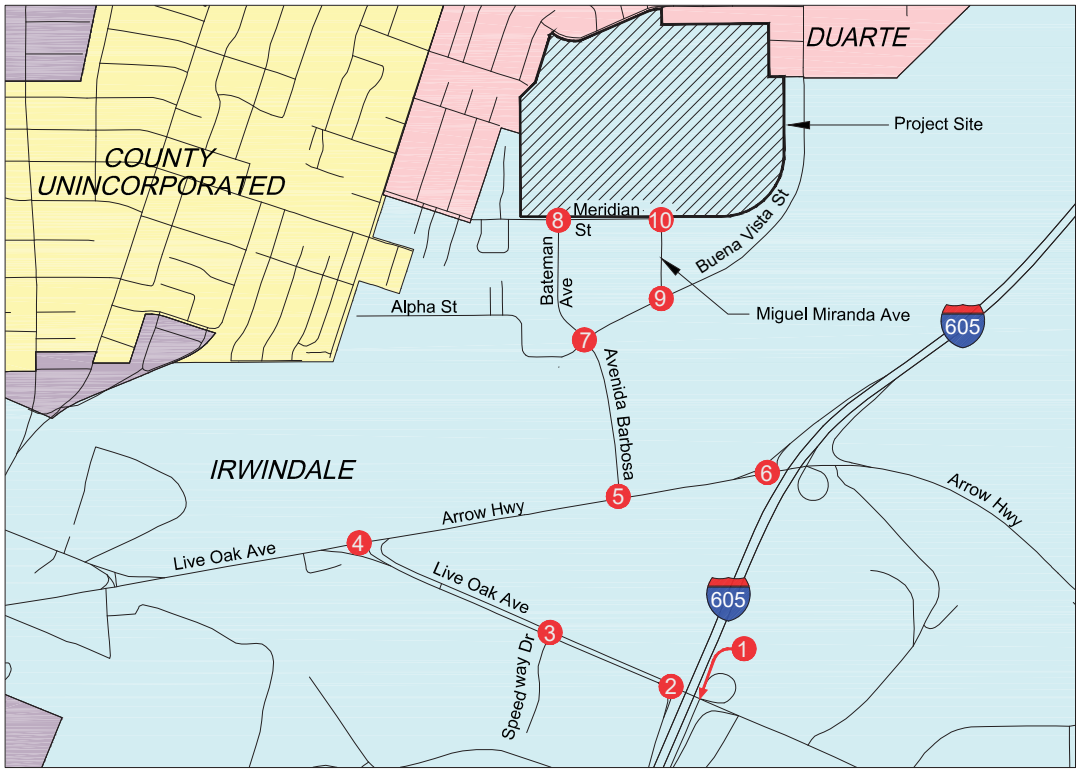
Existing traffic conditions at the study area intersections are depicted in **Table 4**. All the study area intersections operate at LOS "D" or better with the exception of I-605 NB Off-Ramp and WB Live Oak Avenue, which operates at LOS "F" during AM and PM Peak Hours. The LOS analysis worksheets from Traffix for existing traffic conditions are included in **Appendix B**. The intersection turning movement volumes for the Existing Traffic Conditions (Year 2016) during weekday AM and PM peak hours are shown in **Exhibit D**.

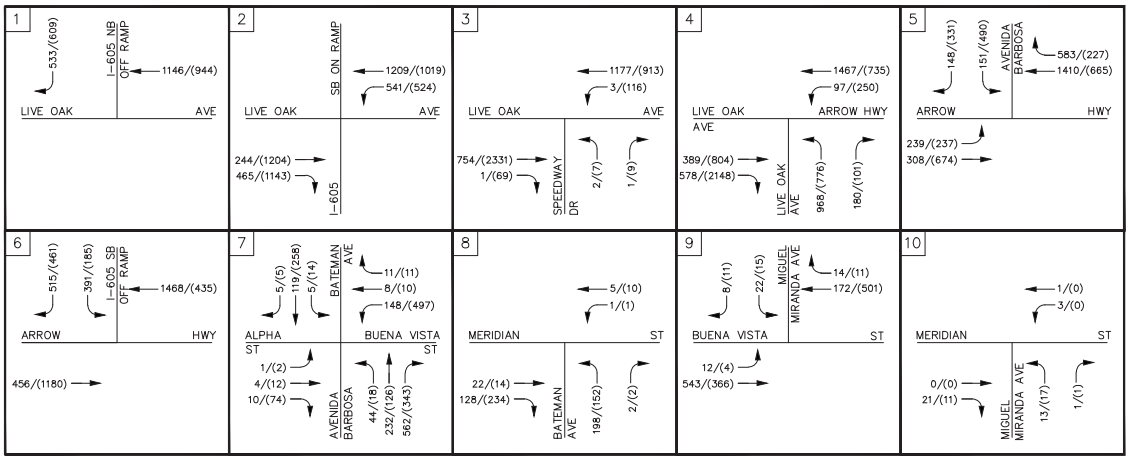
Table 4: Existing (Year 2016) Traffic Conditions

#	Intersection	AM Peak Hour		PM Peak Hour	
		ICU LOS/(V/C)	HCM LOS/(Delay*)	ICU LOS/(V/C)	HCM LOS/(Delay*)
1	I-605 NB Off-Ramp and WB Live Oak Avenue	NA	F/(72.7)	NA	F/(68.8)
2	I-605 SB On-Ramp and Live Oak Avenue	A/(0.514)	NA	D/(0.804)	NA
3	Speedway Drive and Live Oak Avenue	A/(0.468)	NA	B/(0.678)	NA
4	Live Oak Avenue and Live Oak Avenue/Arrow Highway	D/(0.861)	NA	B/(0.672)	NA
5	Avenida Barbosa and Arrow Highway	C/(0.783)	NA	B/(0.663)	NA
6	I-605 SB Off-Ramp and Arrow Highway	D/(0.803)	NA	A/(0.461)	NA
7	Bateman Avenue/Avenida Barbosa and Alpha Street/Buena Vista Street	A/(0.409)	NA	A/(0.582)	NA
8	Bateman Avenue and Meridian Street	NA	B/(10.1)	NA	B/(10.1)
9	Miguel Miranda Avenue and Buena Vista Street	NA	B/(11.4)	NA	B/(13.0)
10	Miguel Miranda Avenue and Meridian Street	NA	A/(8.6)	NA	A/(9.1)

** In Seconds, NA – Not Applicable.*

NOT TO SCALE





LEGEND

XX/(XX) = AM/(PM) PEAK HOUR VOLUMES

EXHIBIT D

LIN Consulting, Inc. Traffic, Civil, and Electrical Consulting Engineers	TRAFFIC IMPACT STUDY United Rock Quarry No. 3 Irwindale, CA	EXISTING (YEAR 2016) INTERSECTION TURNING MOVEMENT VOLUMES

6.2. FREEWAY FACILITIES ANALYSIS

Table 5 summarizes the LOS during AM and PM peak hours for the San Gabriel River Freeway (I-605) between absolute post mile 24.4 and 26.6. The PeMS Time of Day LOS Reports were generated for the week of March 28 through the 31, 2016 (Monday through Thursday) and are included in **Appendix C**.

Table 5: Existing (Year 2016) Freeway Facilities Traffic Conditions – I-605

Direction	AM	PM
Northbound	B	F
Southbound	B	F

Source – Caltrans PeMS

7. PROJECT DEVELOPMENT

7.1. TRIP GENERATION

Per the information provided by the District the proposed project is expected to generate up to fifty (50) trucks per hour to the project site and fifty (50) trucks per hour from the project site at its peak. In addition to the trucks there will be five (5) employees working on the site. **Table 6** lists the number of trips generated by the proposed project.

Table 6: Project Trip Generation

	Average Weekday	Weekday AM Peak Hour		Weekday PM Peak Hour	
		In	Out	In	Out
Trucks*	800	50	50	50	50
Cars	10	5	0	0	5
Total PCE	1,610	105	100	100	110

*PCE - Passenger Car Equivalent., *The truck trips are converted to PCE's at the rate of 2.0 PCE per truck.*

7.2. TRIP DISTRIBUTION

Trip distribution represents the directional orientation of traffic to and from the project site. **Exhibit E** and **Exhibit F** show the project trip distribution for the existing and East Access Road, respectively. District at the time of preparation of this traffic study is still contemplating on the entrance location for the proposed project site. The study analyzes both cases:

1. New Access Road West – The project traffic uses the existing United Rock Quarry entrance located at the intersection of Miguel Miranda Ave and Meridian Street
2. East Access Road – The project traffic uses the existing entrance on Buena Vista Street on the eastern end of the project site.

The project trip distribution is based on the information provided by the District.

7.3. TRAFFIC ASSIGNMENT

The assignment of traffic from the site to the adjoining roadway system have been based upon the site's trip generation, trip distribution, existing arterial highway and local street systems. Based on the identified project trip generation and distribution, project related weekday AM and PM peak hour turning movement volumes are shown on **Exhibit G** and **Exhibit H**, for New Access Road West and East Access Road, respectively.

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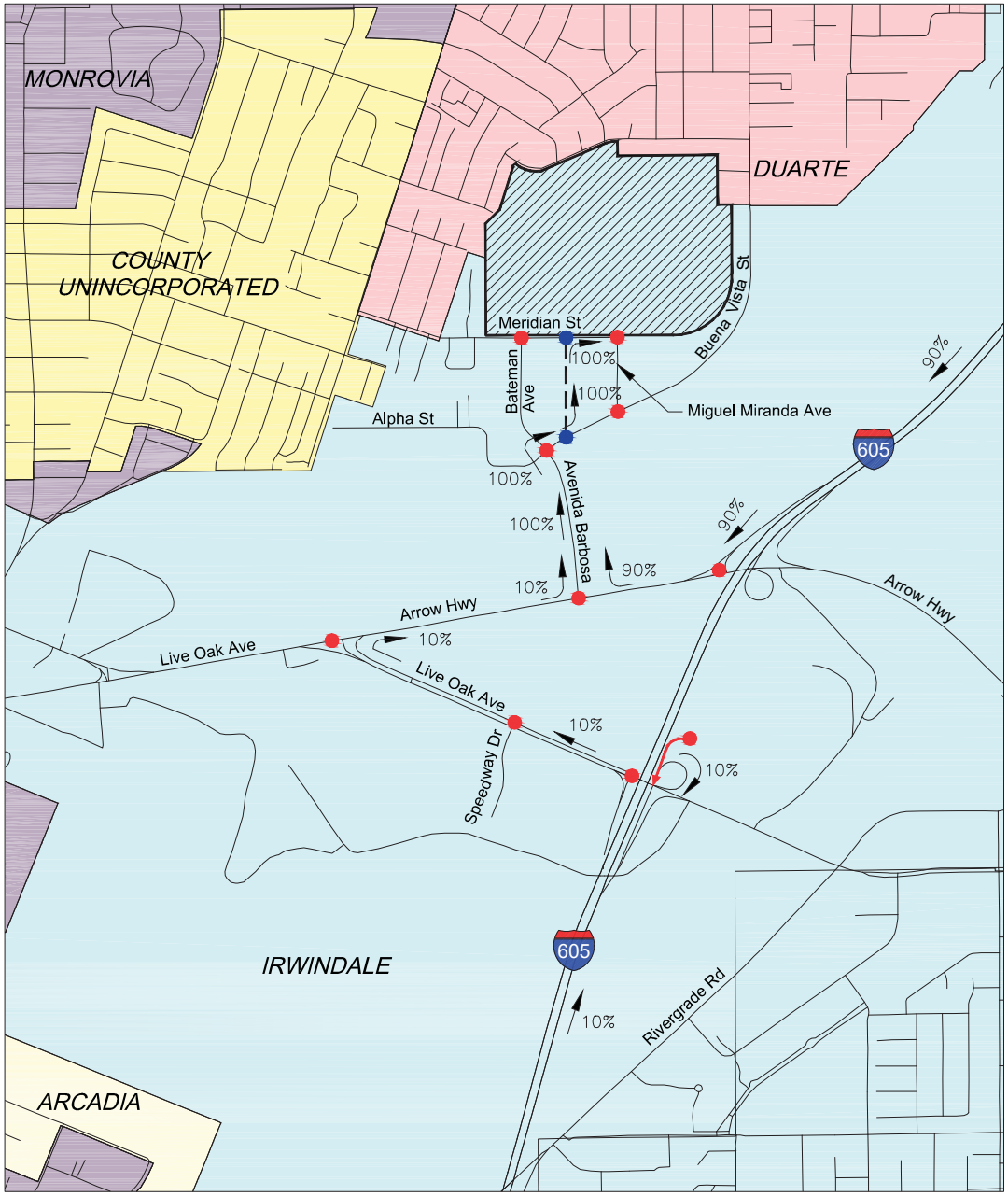


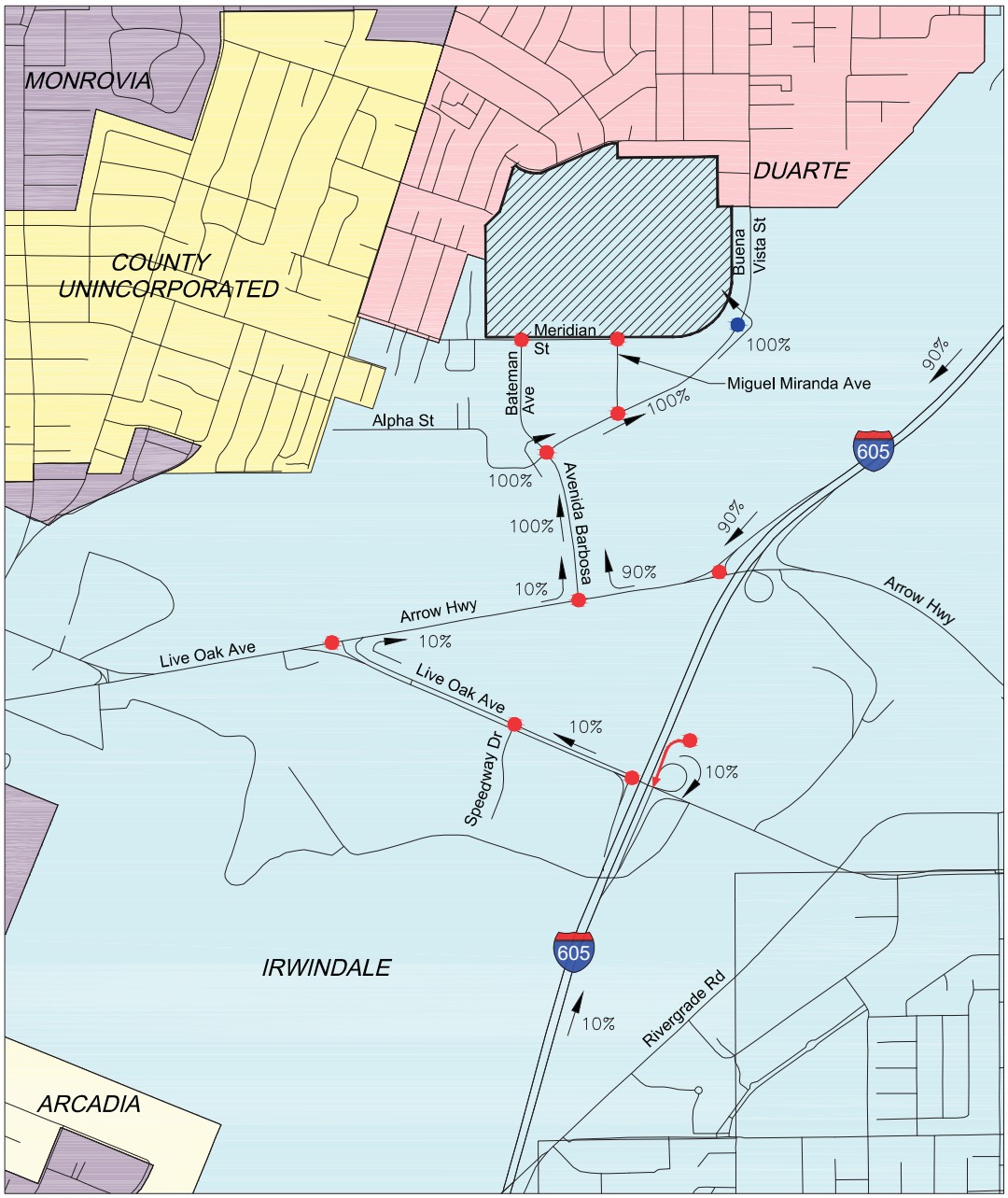
LEGEND:

- Project Site
- Existing Study Intersections
- Future Study Intersections
- XX% Directional Orientation of Traffic and Percentage to/from Project Site
- Proposed LACFCD Access Road

EXHIBIT E

LIN Consulting, Inc. Traffic, Civil, and Electrical Consulting Engineers	TRAFFIC IMPACT STUDY United Rock Quarry No. 3 Irwindale, CA	PROJECT TRIP DISTRIBUTION NEW ACCESS ROAD WEST

NOT TO SCALE



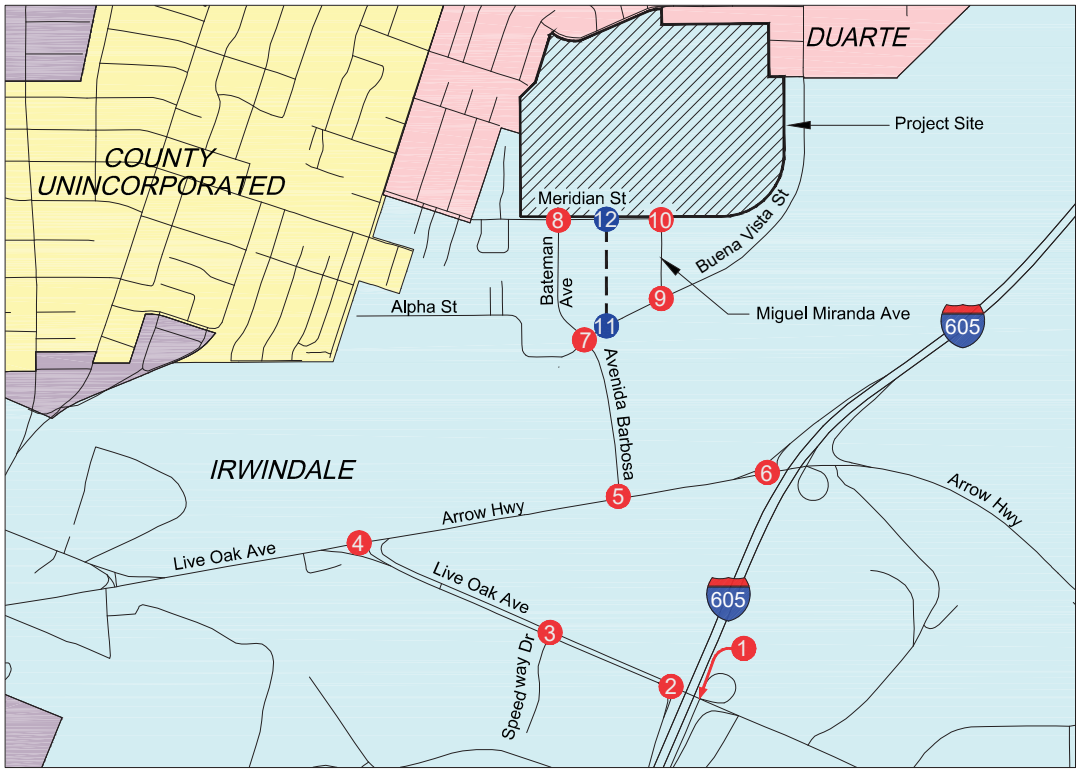
LEGEND:

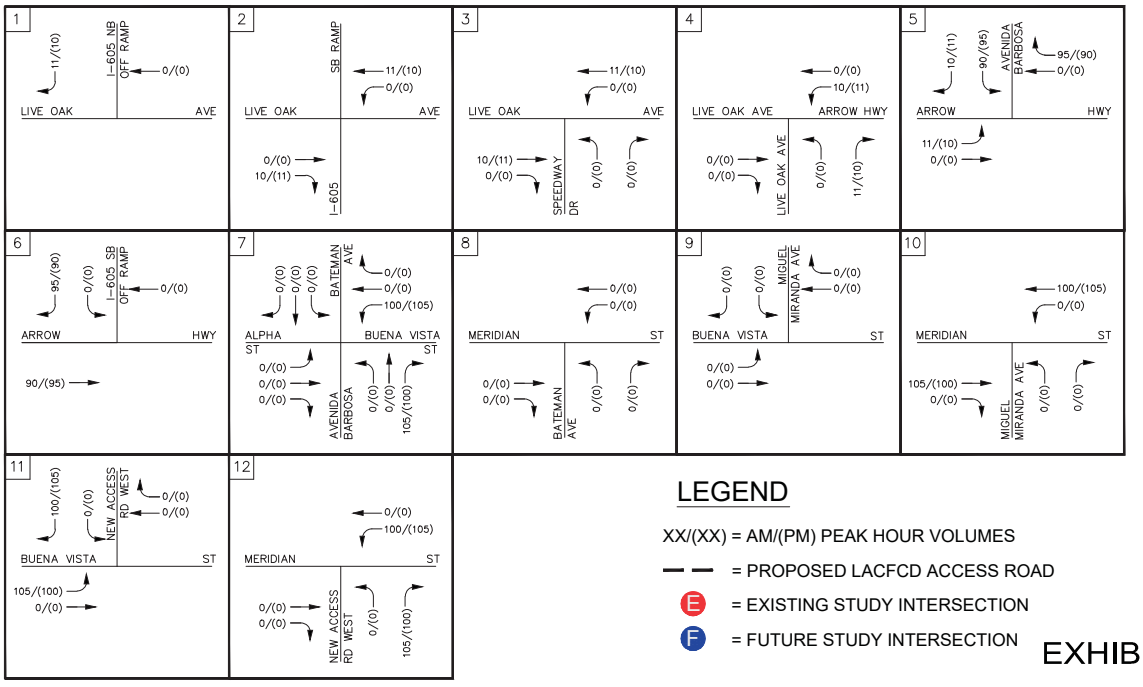
- Project Site
- Existing Study Intersections
- Future Study Intersections
- XX% Directional Orientation of Traffic and Percentage to/from Project Site

EXHIBIT F

LIN Consulting, Inc. Traffic, Civil, and Electrical Consulting Engineers	TRAFFIC IMPACT STUDY United Rock Quarry No. 3 Irwindale, CA	PROJECT TRIP DISTRIBUTION EAST ACCESS ROAD

NOT TO SCALE





LEGEND

XX/(XX) = AM/(PM) PEAK HOUR VOLUMES

= PROPOSED LACFCD ACCESS ROAD

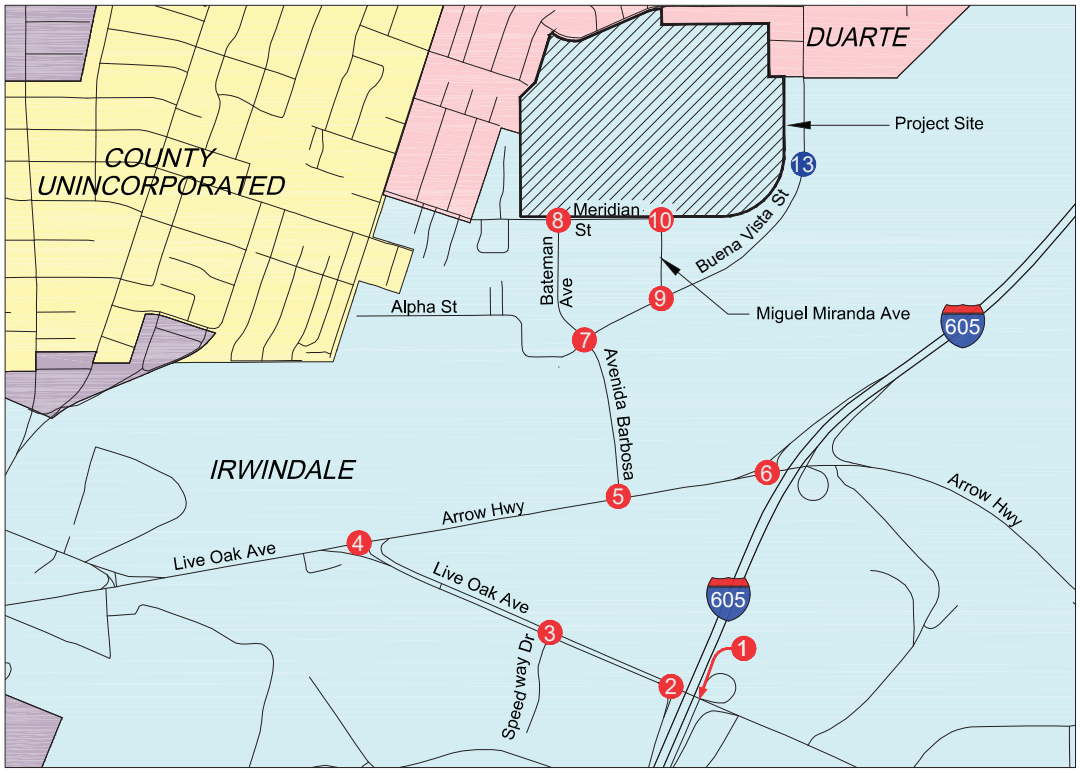
E = EXISTING STUDY INTERSECTION

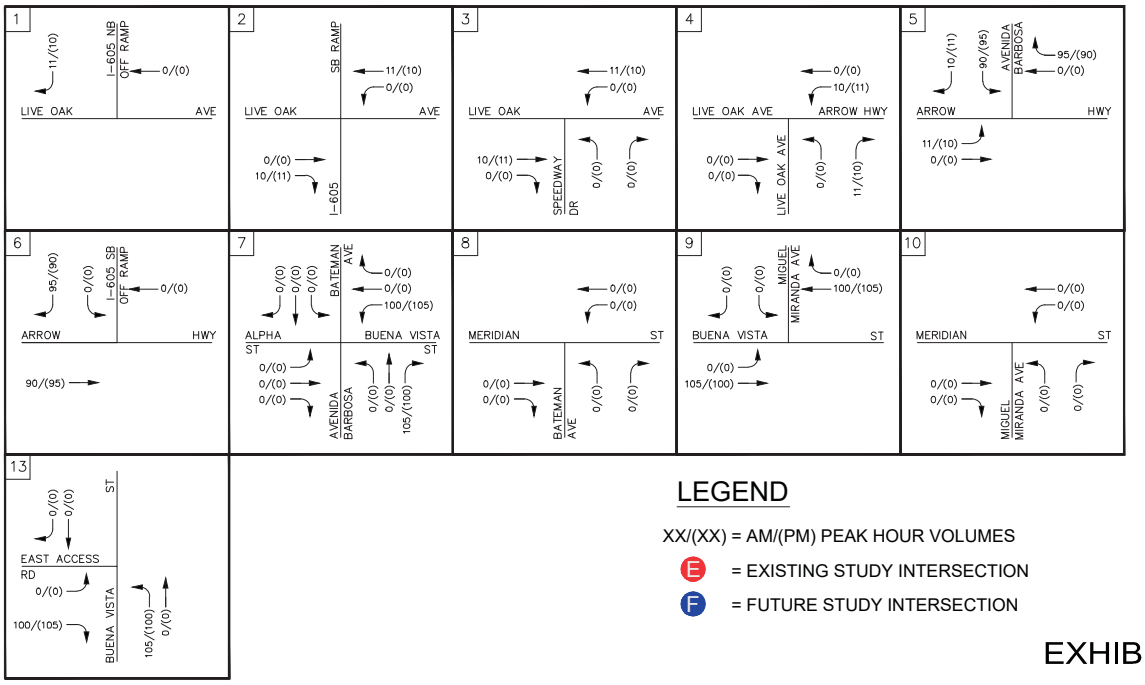
F = FUTURE STUDY INTERSECTION

EXHIBIT G

LIN Consulting, Inc. Traffic, Civil, and Electrical Consulting Engineers	TRAFFIC IMPACT STUDY United Rock Quarry No. 3 Irwindale, CA	PROJECT TRAFFIC ASSIGNMENT NEW ACCESS ROAD WEST

NOT TO SCALE





LEGEND

XX/(XX) = AM/(PM) PEAK HOUR VOLUMES

E = EXISTING STUDY INTERSECTION

F = FUTURE STUDY INTERSECTION

EXHIBIT H

8. EXISTING PLUS PROJECT (NEW ACCESS ROAD WEST) TRAFFIC CONDITIONS

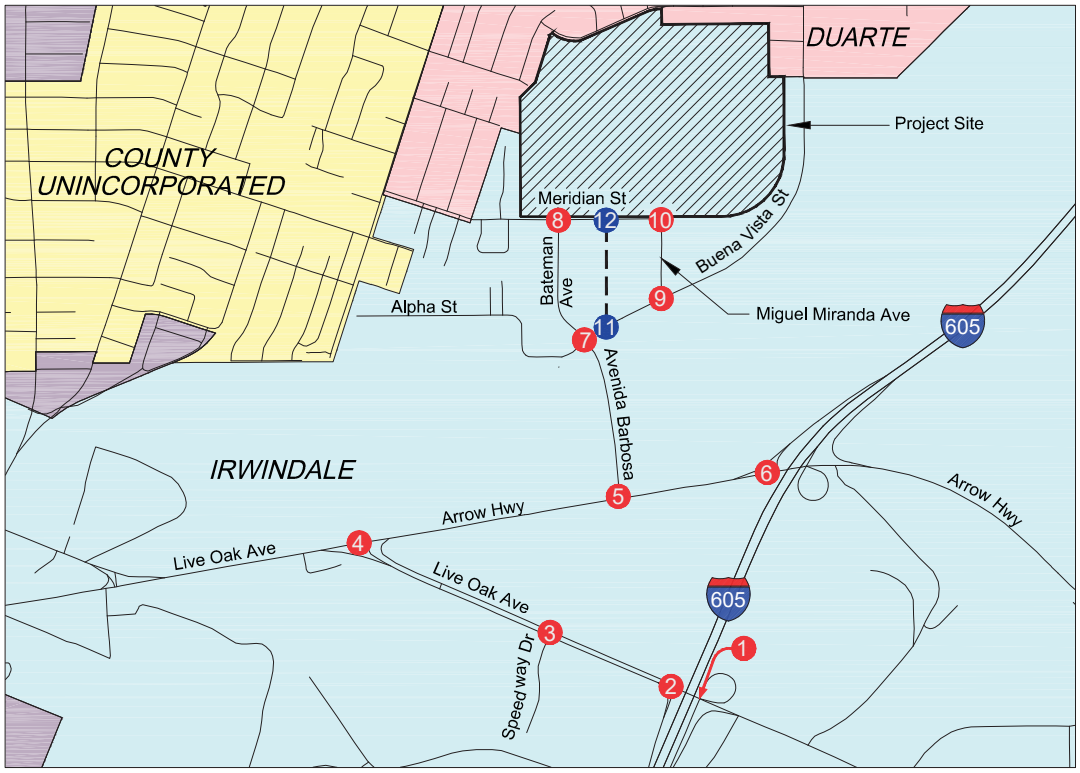
Existing Plus Project Traffic Conditions at the study area intersections with project traffic using New Access Road West at the Meridian Street and Miguel Miranda Avenue are depicted in **Table 7**. All the study area intersections operate at LOS "D" or better with the exception of the intersection of I-605 NB Off-Ramp and WB Live Oak Avenue, which operates at LOS "F" during AM and PM Peak Hours. The LOS analysis worksheets from Traffix for Existing Plus Project (New Access Road West) Traffic Conditions are included in **Appendix D**. The intersection turning movement volumes for the Existing Plus Project (New Access Road West) Traffic Conditions during weekday AM and PM peak hours are shown in **Exhibit I**.

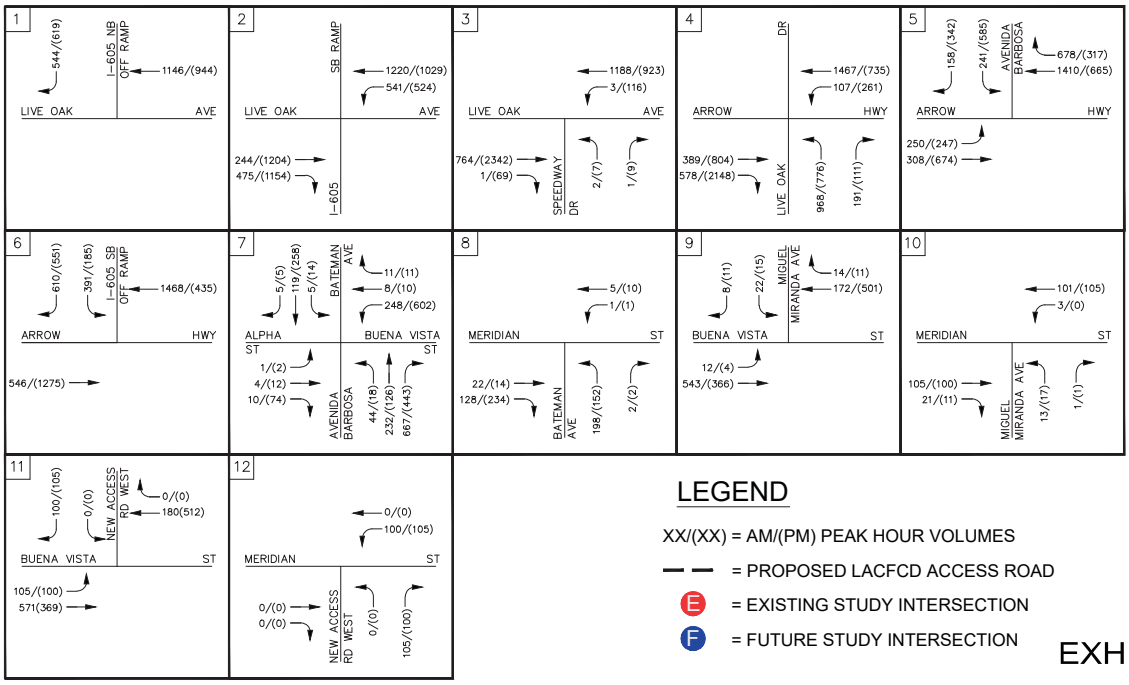
Table 7: Existing Plus Project – New Access Road West

#	Intersection	AM Peak Hour		PM Peak Hour	
		ICU LOS/(V/C)	HCM LOS/(Delay*)	ICU LOS/(V/C)	HCM LOS/(Delay*)
1	I-605 NB Off-Ramp and WB Live Oak Avenue	NA	F/(78.6)	NA	F/(73.5)
2	I-605 SB On-Ramp and Live Oak Avenue	A/(0.514)	NA	D/(0.804)	NA
3	Speedway Drive and Live Oak Avenue	A/(0.472)	NA	B/(0.680)	NA
4	Live Oak Avenue and Live Oak Avenue/Arrow Highway	D/(0.861)	NA	B/(0.675)	NA
5	Avenida Barbosa and Arrow Highway	C/(0.796)	NA	B/(0.676)	NA
6	I-605 SB Off-Ramp and Arrow Highway	D/(0.803)	NA	A/(0.481)	NA
7	Bateman Avenue/Avenida Barbosa and Alpha Street/Buena Vista Street	A/(0.473)	NA	B/(0.646)	NA
8	Bateman Avenue and Meridian Street	NA	B/(10.1)	NA	B/(10.1)
9	Miguel Miranda Avenue and Buena Vista Street	NA	B/(11.4)	NA	B/(13.0)
10	Miguel Miranda Avenue and Meridian Street	NA	A/(9.7)	NA	A/(9.7)
11	New Access Road West and Buena Vista Street	NA	A/(9.0)	NA	A/(9.8)
12	New Access Road West and Meridian Street	NA	A/(8.7)	NA	A/(8.6)

** In Seconds, NA – Not Applicable.*

NOT TO SCALE





LEGEND

XX/(XX) = AM/(PM) PEAK HOUR VOLUMES

= PROPOSED LACFCD ACCESS ROAD

E = EXISTING STUDY INTERSECTION

F = FUTURE STUDY INTERSECTION

EXHIBIT I

LIN Consulting, Inc. Traffic, Civil, and Electrical Consulting Engineers	TRAFFIC IMPACT STUDY United Rock Quarry No. 3 Irwindale, CA	EXISTING + PROJECT TRAFFIC TURNING MOVEMENT VOLUMES NEW ACCESS ROAD WEST

9. EXISTING PLUS PROJECT (EAST ACCESS ROAD) TRAFFIC CONDITIONS

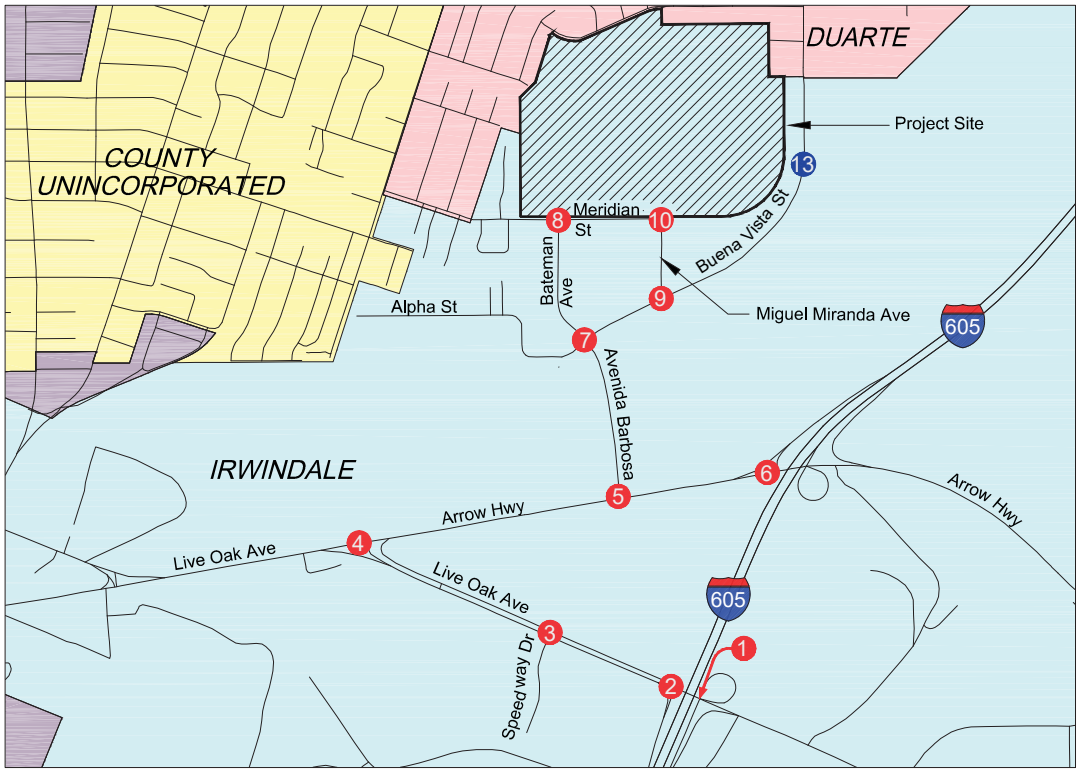
Existing Plus Project Traffic conditions at the study area intersections with project traffic using East Access Road are depicted in **Table 8**. All the study area intersections operate at LOS "D" or better with the exception of the intersection of I-605 NB Off-Ramp and WB Live Oak Avenue, which operate at LOS "F" during AM and PM Peak Hours. The LOS analysis worksheets from Traffix for Existing Plus Project Traffic Conditions (East Access Road) are included in **Appendix E**. The intersection turning movement volumes for the Existing Plus Project Traffic Conditions (East Access Road) during weekday AM and PM peak hours are shown in **Exhibit J**.

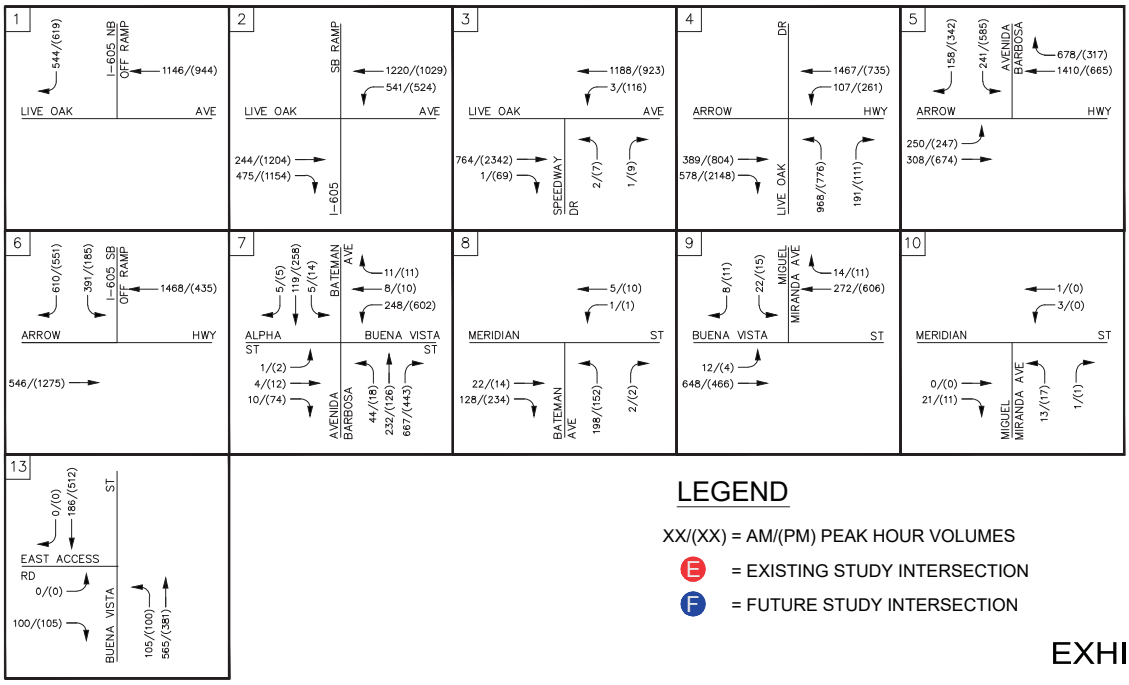
Table 8: Existing Plus Project – East Access Road

#	Intersection	AM Peak Hour		PM Peak Hour	
		ICU LOS/(V/C)	HCM LOS/(Delay*)	ICU LOS/(V/C)	HCM LOS/(Delay*)
1	I-605 NB Off-Ramp and WB Live Oak Avenue	NA	F/(78.6)	NA	F/(73.5)
2	I-605 SB On-Ramp and Live Oak Avenue	A/(0.514)	NA	D/(0.804)	NA
3	Speedway Drive and Live Oak Avenue	A/(0.472)	NA	B/(0.680)	NA
4	Live Oak Avenue and Live Oak Avenue/Arrow Highway	D/(0.861)	NA	B/(0.675)	NA
5	Avenida Barbosa and Arrow Highway	C/(0.796)	NA	B/(0.676)	NA
6	I-605 SB Off-Ramp and Arrow Highway	D/(0.803)	NA	A/(0.481)	NA
7	Bateman Avenue/Avenida Barbosa and Alpha Street/Buena Vista Street	A/(0.473)	NA	B/(0.646)	NA
8	Bateman Avenue and Meridian Street	NA	B/(10.1)	NA	B/(10.1)
9	Miguel Miranda Avenue and Buena Vista Street	NA	B/(12.9)	NA	B/(14.7)
10	Miguel Miranda Avenue and Meridian Street	NA	A/(8.6)	NA	A/(8.6)
13	Buena Vista Street and East Access Road	NA	A/(9.2)	NA	B/(10.6)

** In Seconds, NA – Not Applicable.*

NOT TO SCALE





LEGEND

XX/(XX) = AM/(PM) PEAK HOUR VOLUMES

E = EXISTING STUDY INTERSECTION

F = FUTURE STUDY INTERSECTION

EXHIBIT J

LIN Consulting, Inc. Traffic, Civil, and Electrical Consulting Engineers	TRAFFIC IMPACT STUDY United Rock Quarry No. 3 Irwindale, CA	EXISTING + PROJECT TRAFFIC TURNING MOVEMENT VOLUMES EAST ACCESS ROAD

10. SIGNIFICANT IMPACTS – EXISTING PLUS PROJECT

Table 9 below shows whether a study area intersection is significantly impacted (as defined in Section 3.3) by the proposed project traffic under Existing Plus Project Traffic Conditions.

Table 9: Intersections Significantly Impacted – Existing Plus Project

#	Intersection	Time Period	Existing Traffic Conditions	Existing Plus Project Traffic Conditions		Significant Impact
				New Access Road West	East Access Road	
			LOS/(V/C) or Delay	LOS/(V/C) or Delay	LOS/(V/C) or Delay	Y/N
1	I-605 NB Off-Ramp and WB Live Oak Avenue	AM	F/(72.7)	F/(78.6)	F/(78.6)	Y
		PM	F/(68.8)	F/(73.5)	F/(73.5)	Y
2	I-605 SB On-Ramp and Live Oak Avenue	AM	A/(0.514)	A/(0.514)	A/(0.514)	N
		PM	D/(0.804)	D/(0.804)	D/(0.804)	N
3	Speedway Drive and Live Oak Avenue	AM	A/(0.468)	A/(0.472)	A/(0.472)	N
		PM	B/(0.678)	B/(0.680)	B/(0.680)	N
4	Live Oak Avenue and Live Oak Avenue/Arrow Highway	AM	D/(0.861)	D/(0.861)	D/(0.861)	N
		PM	B/(0.672)	B/(0.675)	B/(0.675)	N
5	Avenida Barbosa and Arrow Highway	AM	C/(0.783)	C/(0.796)	C/(0.796)	N
		PM	B/(0.663)	B/(0.676)	B/(0.676)	N
6	I-605 SB Off-Ramp and Arrow Highway	AM	D/(0.803)	D/(0.803)	D/(0.803)	N
		PM	A/(0.461)	A/(0.481)	A/(0.481)	N
7	Bateman Avenue/Avenida Barbosa and Alpha Street/Buena Vista Street	AM	A/(0.409)	A/(0.473)	A/(0.473)	N
		PM	A/(0.582)	B/(0.646)	B/(0.646)	N
8	Bateman Avenue and Meridian Street	AM	B/(10.1)	B/(10.1)	B/(10.1)	N
		PM	B/(10.1)	B/(10.1)	B/(10.1)	N
9	Miguel Miranda Avenue and Buena Vista Street	AM	B/(11.4)	B/(11.4)	B/(12.9)	N
		PM	B/(13.0)	B/(13.0)	B/(14.7)	N
10	Miguel Miranda Avenue and Meridian Street	AM	A/(8.6)	A/(9.7)	A/(8.6)	N
		PM	A/(9.1)	A/(9.7)	A/(8.6)	N
11	New Access Road West and Buena Vista Street	AM	NA	A/(9.0)	N/A	N
		PM	NA	A/(9.8)	N/A	N
12	New Access Road West and Meridian Street	AM	NA	A/(8.7)	N/A	N
		PM	NA	A/(8.6)	N/A	N
13	Buena Vista Street and East Access Road	AM	NA	NA	A/(9.2)	N
		PM	NA	NA	A/(10.6)	N

The study found that the project traffic does not have a significant impact at any of the study area intersections due to proposed project traffic under existing traffic conditions, except for the intersection of I-605 NB Off-Ramp and WB Live Oak Avenue. The project traffic increases the total control delay by more than 4.0 seconds at the intersection of I-605 NB Off-Ramp/WB Live Oak Avenue, causing a significant traffic impact.

11. OTHER DEVELOPMENTS

LIN Consulting, Inc. (LCI) staff coordinated with following agencies to obtain cumulative developments, which have been approved by the agency and are within project vicinity.

1. City of Arcadia
2. City of Baldwin Park
3. City of Duarte
4. City of Irwindale
5. City of Monrovia
6. Los Angeles County Department of Regional Planning

LCI staff reviewed the projects and considered them as cumulative projects for the traffic study, if they met the following criteria:

1. The potential project has to be approved or recommended for approval by the agency.
2. The potential project must generate traffic at the study area intersections.

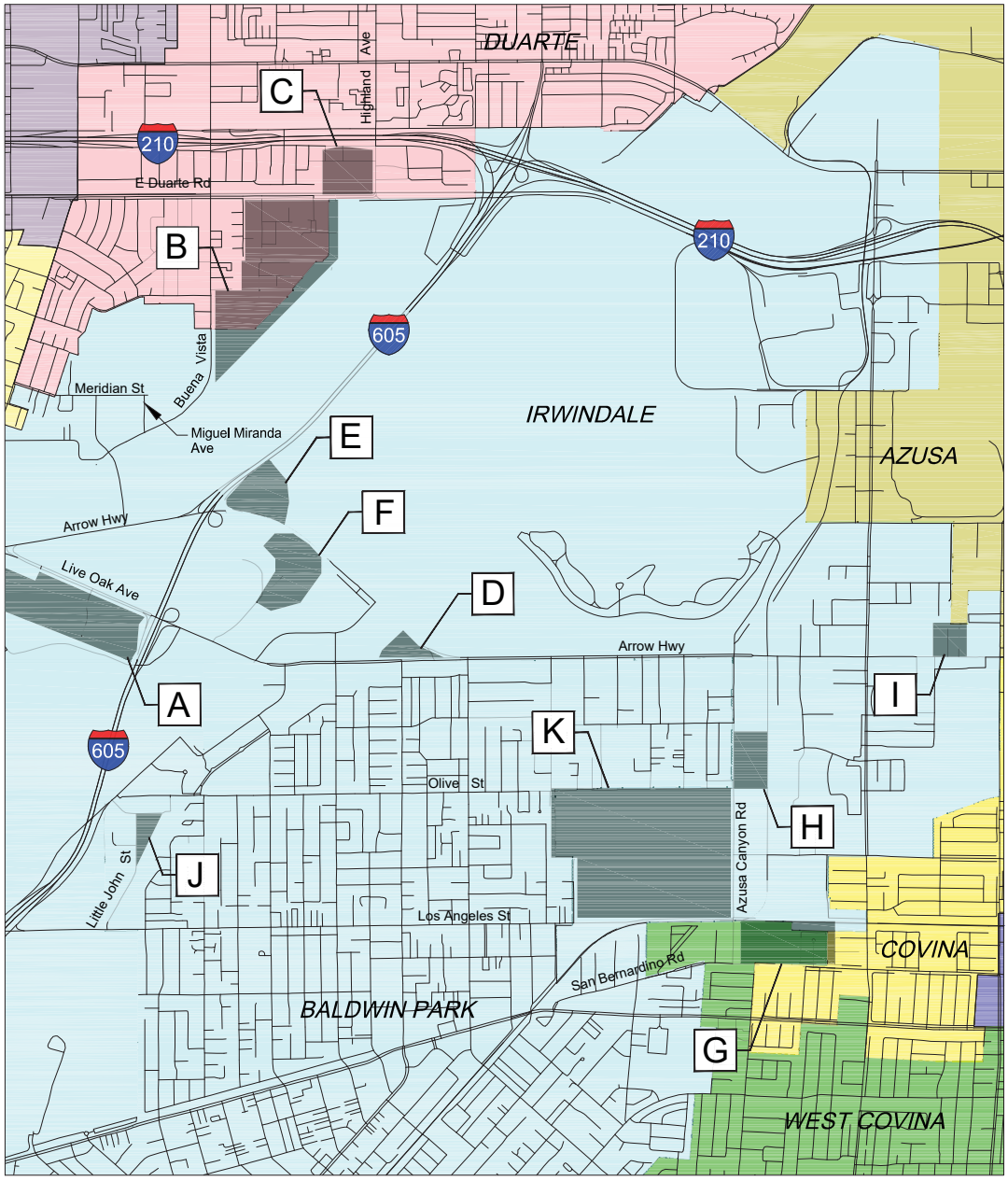
In addition to the cumulative developments obtained from the above mentioned agencies, the other developments also include the nine (9) cumulative projects identified in the Traffic Impact Analysis Report for the Irwindale Regional Shopping Center. **Table 10** lists the other developments that are in the vicinity of the project site and will generate traffic at the project study area intersections. **Exhibit K** shows the location map of the other developments. **Exhibit L** shows the total cumulative project trips generated by the other developments during weekday AM and PM peak hours at the study area intersections.

Table 10: Other Developments

	Project	Description
A	Irwindale Regional Shopping Center	Regional shopping center
B	City of Hope Specific Plan	Outpatient, inpatient, research, office, hospitality, assembly, warehouse, industrial and housing land uses
C*	Transit Oriented Development/ Gold Line Light	Residential, hotel, office, retail, transit center
D*	Materials Recovery Facility and Transfer Station	Heavy manufacturing, commercial, industrial, residential, recreational land use
E*	KARE Youth League/Santa Fe Dam Sports Park	Baseball fields, soccer fields, football fields, indoor gymnasium,
F*	Arrow Highway Commercial Building Project	Shopping center
G*	Bella Vista Condominium Project	Residential condominium and townhouse
H*	Azusa Canyon Road Industrial Project	Speculative industrial buildings (office use, manufacturing, warehouse, distribution operations)
I*	Arrow Highway Industrial Project	Speculative industrial buildings (office use, manufacturing, warehouse, distribution operations)
J*	Little John Street Industrial Building Project	General light industrial
K*	Olive Pit Mine and Reclamation Project	Quarry overlay; residential, commercial, industrial

**Source – Traffic Impact Analysis Report, Irwindale Regional Shopping Center, City of Irwindale.*

NOT TO SCALE



LEGEND:

A	Irwindale Regional Shopping Center	E	KARE Youth League/ Santa Fe Dam Sports Park	I	Arrow Highway Industrial Project
B	City of Hope Specific Plan	F	Arrow Highway Commercial Building Project	J	Little John Street Industrial Building Project
C	Transit Oriented Development/ Gold Line Light	G	Bella Vista Condominium Project	K	Olive Pit Mine & Reclamation Project
D	Materials Recovery Facility & Transfer Station	H	Azusa Canyon Road Industrial Project		

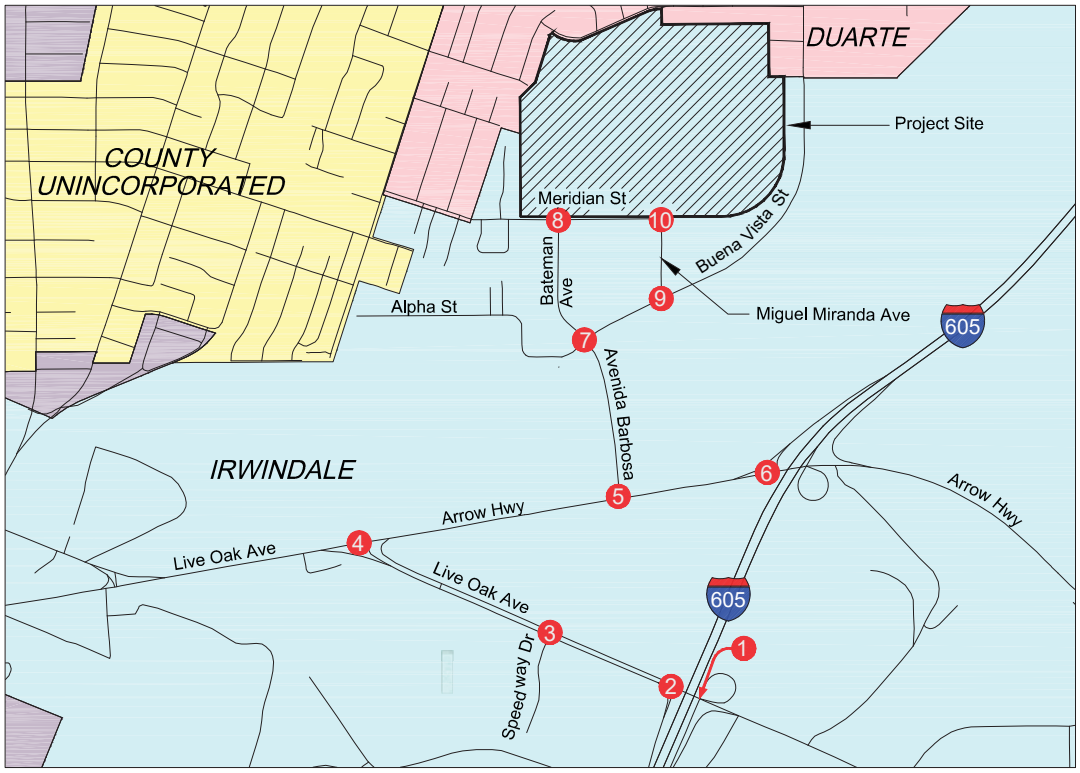
EXHIBIT K

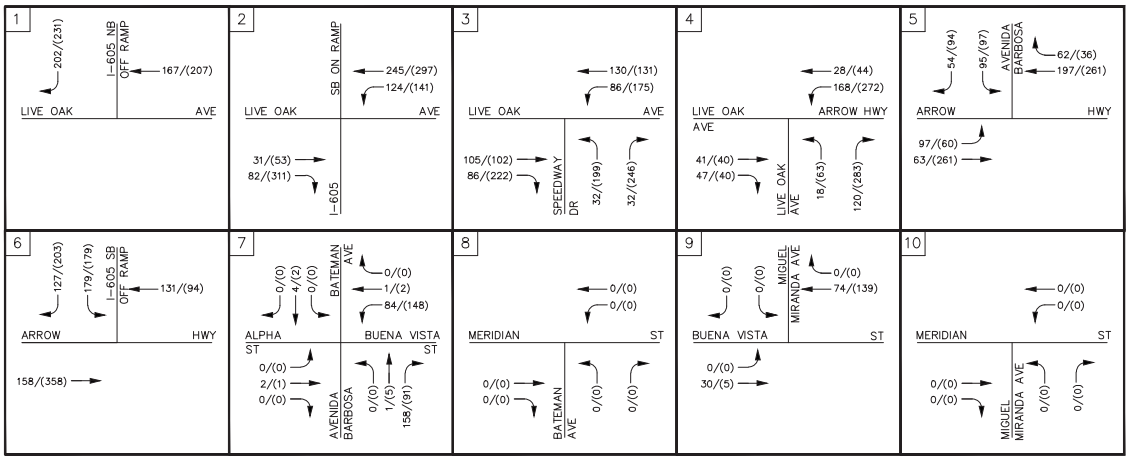
LIN Consulting, Inc.
Traffic, Civil, and Electrical Consulting Engineers

TRAFFIC IMPACT STUDY
United Rock Quarry No. 3
Irwindale, CA

OTHER DEVELOPMENTS
LOCATION MAP

NOT TO SCALE





LEGEND

XX/(XX) = AM/(PM) PEAK HOUR VOLUMES

EXHIBIT L

12. EXISTING PLUS OTHER DEVELOPMENT TRAFFIC CONDITIONS (YEAR 2016)

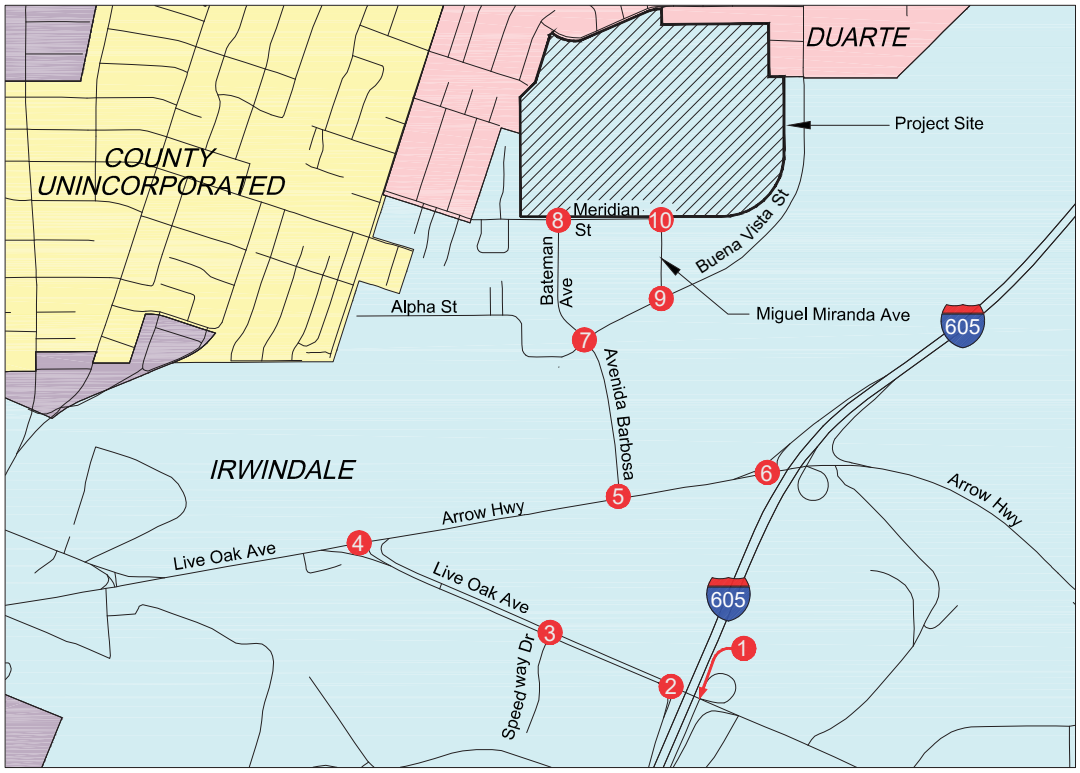
Existing Plus Other Development Traffic Conditions at the study area intersections are depicted in **Table 11**. The LOS analysis worksheets from Traffix for Existing Plus Other Development Traffic Conditions are included in **Appendix F**. The intersection turning movement volumes for the Existing Plus Other Development Traffic Conditions (Year 2016) during weekday AM and PM peak hours are shown in **Exhibit M**.

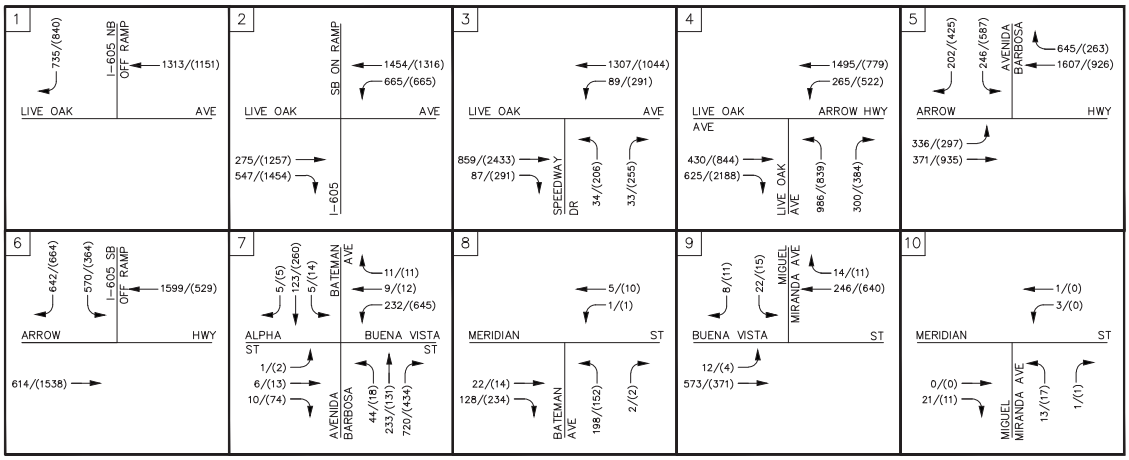
Table 11: Existing (Year 2016) Plus Other Development Traffic Conditions

#	Intersection	AM Peak Hour		PM Peak Hour	
		ICU LOS/(V/C)	HCM LOS/(Delay*)	ICU LOS/(V/C)	HCM LOS/(Delay*)
1	I-605 NB Off-Ramp and WB Live Oak Avenue	NA	F/(288.0)	NA	F/(304.5)
2	I-605 SB On-Ramp and Live Oak Avenue	B/(0.602)	NA	E/(0.908)	NA
3	Speedway Drive and Live Oak Avenue	A/(0.529)	NA	F/(1.009)	NA
4	Live Oak Avenue and Live Oak Avenue/Arrow Highway	D/(0.875)	NA	C/(0.789)	NA
5	Avenida Barbosa and Arrow Highway	E/(0.938)	NA	D/(0.841)	NA
6	I-605 SB Off-Ramp and Arrow Highway	E/(0.956)	NA	B/(0.648)	NA
7	Bateman Avenue/Avenida Barbosa and Alpha Street/Buena Vista Street	A/(0.487)	NA	B/(0.658)	NA
8	Bateman Avenue and Meridian Street	NA	B/(10.1)	NA	B/(10.1)
9	Miguel Miranda Avenue and Buena Vista Street	NA	B/(12.2)	NA	B/(14.6)
10	Miguel Miranda Avenue and Meridian Street	NA	A/(8.6)	NA	A/(9.1)

** In Seconds, NA – Not Applicable.*

NOT TO SCALE





LEGEND

XX/(XX) = AM/(PM) PEAK HOUR VOLUMES

EXHIBIT M

LIN Consulting, Inc. Traffic, Civil, and Electrical Consulting Engineers	TRAFFIC IMPACT STUDY United Rock Quarry No. 3 Irwindale, CA	EXISTING + OTHER DEVELOPMENT TURNING MOVEMENT VOLUMES

13. EXISTING PLUS OTHER DEVELOPMENT PLUS PROJECT (NEW ACCESS ROAD WEST) TRAFFIC CONDITIONS

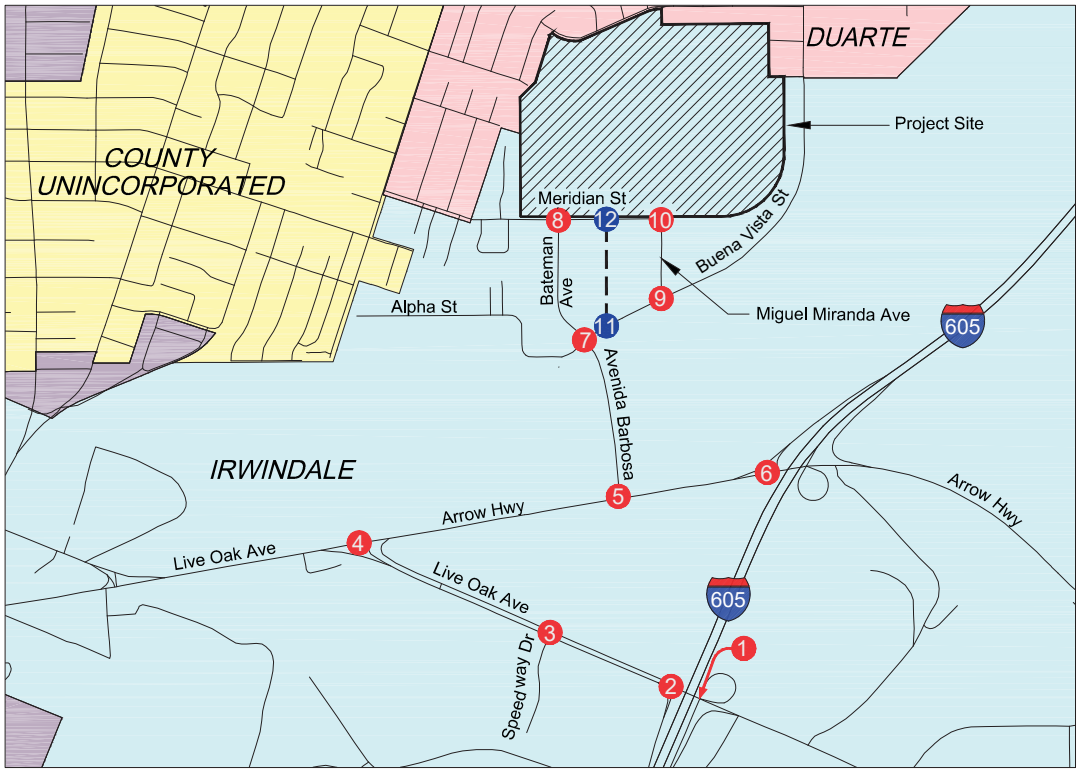
Existing Plus Other Development Plus Project Traffic Conditions at the study area intersections with project traffic using New Access Road West are depicted in **Table 12**. The LOS analysis worksheets from Traffix for Existing Plus Other Development Plus Project (New Access Road West) Traffic Conditions are included in **Appendix G**. The intersection turning movement volumes for the Existing Plus Other Development Plus Project (New Access Road West) Traffic Conditions during weekday AM and PM peak hours are shown in **Exhibit N**.

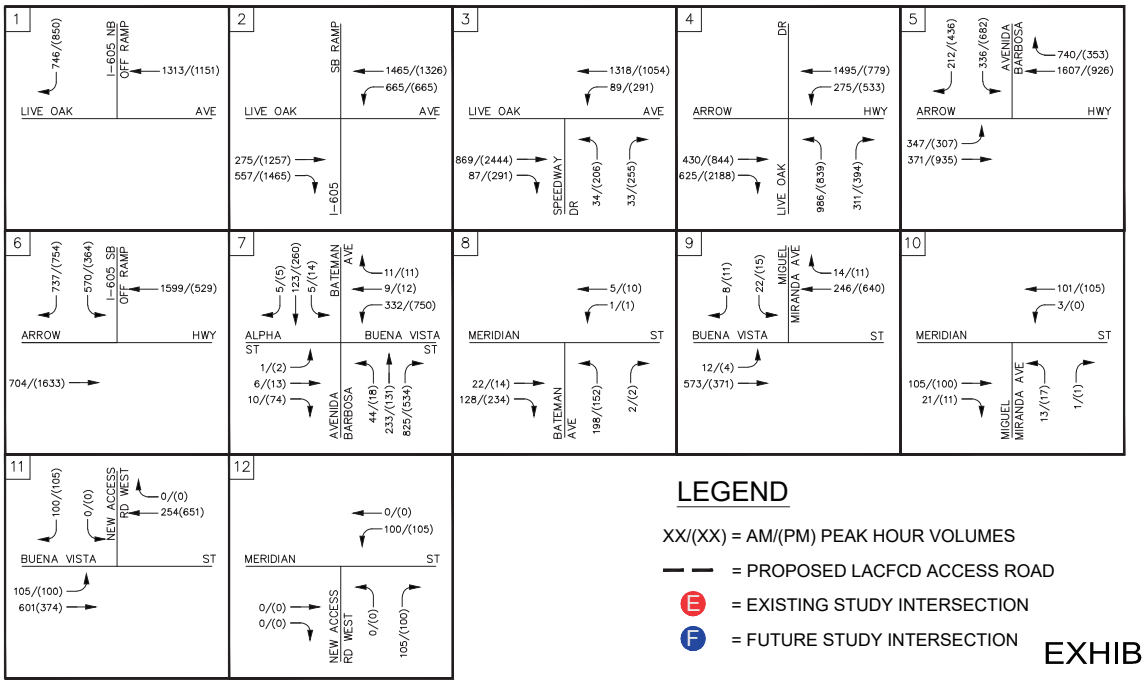
Table 12: Existing Plus Other Development Plus Project – New Access Road West

#	Intersection	AM Peak Hour		PM Peak Hour	
		ICU LOS/(V/C)	HCM LOS/(Delay*)	ICU LOS/(V/C)	HCM LOS/(Delay*)
1	I-605 NB Off-Ramp and WB Live Oak Avenue	NA	F/(298.2)	NA	F/(312.9)
2	I-605 SB On-Ramp and Live Oak Avenue	B/(0.602)	NA	E/(0.908)	NA
3	Speedway Drive and Live Oak Avenue	A/(0.533)	NA	F/(1.011)	NA
4	Live Oak Avenue and Live Oak Avenue/Arrow Highway	D/(0.875)	NA	C/(0.792)	NA
5	Avenida Barbosa and Arrow Highway	E/(0.952)	NA	D/(0.854)	NA
6	I-605 SB Off-Ramp and Arrow Highway	E/(0.956)	NA	B/(0.668)	NA
7	Bateman Avenue/Avenida Barbosa and Alpha Street/Buena Vista Street	A/(0.551)	NA	C/(0.712)	NA
8	Bateman Avenue and Meridian Street	NA	B/(10.1)	NA	B/(10.1)
9	Miguel Miranda Avenue and Buena Vista Street	NA	B/(12.2)	NA	B/(14.6)
10	Miguel Miranda Avenue and Meridian Street	NA	A/(9.7)	NA	A/(9.7)
11	New Access Road West and Buena Vista Street	NA	A/(9.2)	NA	B/(10.2)
12	New Access Road West and Meridian Street	NA	A/(8.7)	NA	A/(8.6)

** In Seconds, NA – Not Applicable.*

NOT TO SCALE





LEGEND

XX/(XX) = AM/(PM) PEAK HOUR VOLUMES

= PROPOSED LACFCD ACCESS ROAD

E = EXISTING STUDY INTERSECTION

F = FUTURE STUDY INTERSECTION

EXHIBIT N

LIN Consulting, Inc. Traffic, Civil, and Electrical Consulting Engineers	TRAFFIC IMPACT STUDY United Rock Quarry No. 3 Irwindale, CA	EXISTING + OTHER DEVELOPMENT + PROJECT TURNING MOVEMENT VOLUMES NEW ACCESS ROAD WEST

14. EXISTING PLUS OTHER DEVELOPMENT PLUS PROJECT (EAST ACCESS ROAD) TRAFFIC CONDITIONS

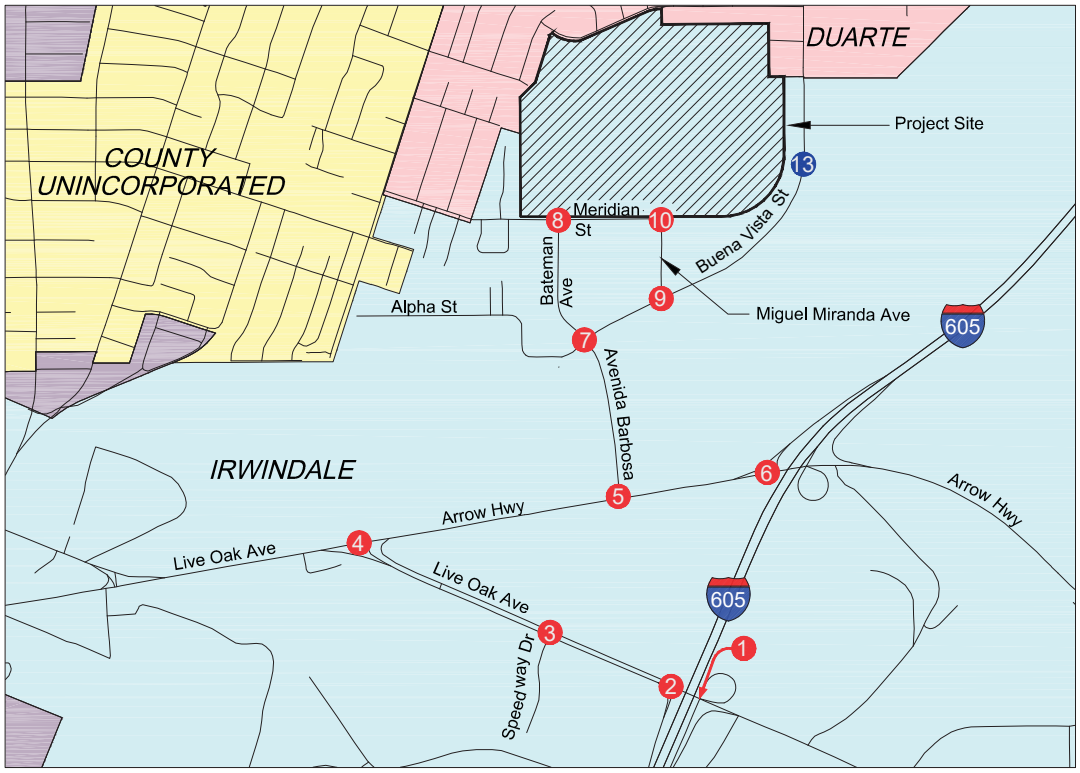
Existing Plus Other Development Plus Project Traffic conditions at the study area intersections with project traffic using East Access Road are depicted in **Table 13**. The LOS analysis worksheets from Traffix for Existing Plus Other Development Project Traffic Conditions (East Access Road) are included in **Appendix H**. The intersection turning movement volumes for the Existing Plus Other Development Plus Project Traffic Conditions (East Access Road) during weekday AM and PM peak hours are shown in **Exhibit O.**

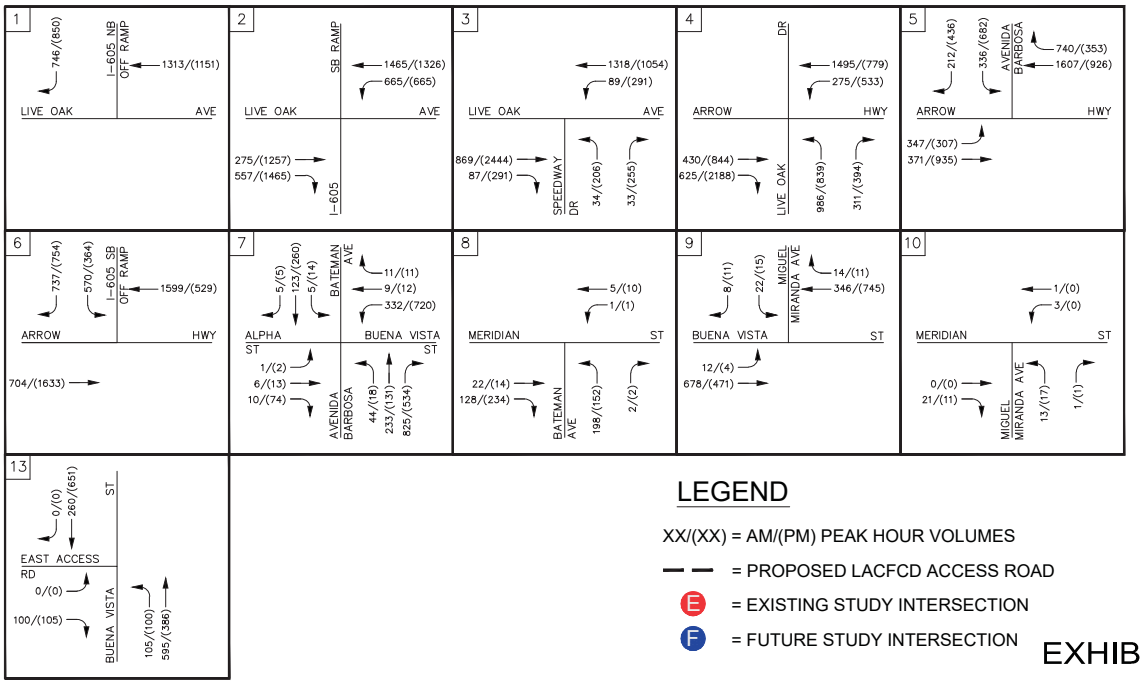
Table 13: Existing Plus Other Development Plus Project – East Access Road

#	Intersection	AM Peak Hour		PM Peak Hour	
		ICU LOS/(V/C)	HCM LOS/(Delay*)	ICU LOS/(V/C)	HCM LOS/(Delay*)
1	I-605 NB Off-Ramp and WB Live Oak Avenue	NA	F/(298.2)	NA	F/(312.9)
2	I-605 SB On-Ramp and Live Oak Avenue	B/(0.602)	NA	E/(0.908)	NA
3	Speedway Drive and Live Oak Avenue	A/(0.533)	NA	F/(1.011)	NA
4	Live Oak Avenue and Live Oak Avenue/Arrow Highway	D/(0.875)	NA	C/(0.792)	NA
5	Avenida Barbosa and Arrow Highway	E/(0.952)	NA	D/(0.854)	NA
6	I-605 SB Off-Ramp and Arrow Highway	E/(0.956)	NA	B/(0.668)	NA
7	Bateman Avenue/Avenida Barbosa and Alpha Street/Buena Vista Street	A/(0.551)	NA	C/(0.712)	NA
8	Bateman Avenue and Meridian Street	NA	B/(10.1)	NA	B/(10.1)
9	Miguel Miranda Avenue and Buena Vista Street	NA	B/(14.0)	NA	C/(16.9)
10	Miguel Miranda Avenue and Meridian Street	NA	A/(8.6)	NA	A/(8.6)
13	Buena Vista Street and East Access Road	NA	A/(9.5)	NA	B/(11.3)

** In Seconds, NA – Not Applicable.*

NOT TO SCALE





LEGEND

XX/(XX) = AM/(PM) PEAK HOUR VOLUMES

= PROPOSED LACFCD ACCESS ROAD

E = EXISTING STUDY INTERSECTION

F = FUTURE STUDY INTERSECTION

EXHIBIT O

LIN Consulting, Inc. Traffic, Civil, and Electrical Consulting Engineers	TRAFFIC IMPACT STUDY United Rock Quarry No. 3 Irwindale, CA	EXISTING + OTHER DEVELOPMENT + PROJECT TURNING MOVEMENT VOLUMES EAST ACCESS ROAD

15. SIGNIFICANT IMPACTS – EXISTING PLUS OTHER DEVELOPMENTS PLUS PROJECT TRAFFIC CONDITIONS

Table 14 below shows whether a study area intersection is significantly impacted (as defined in **Section 3.3**) by the proposed project traffic under Existing Plus Other Development Traffic Conditions.

Table 14: Intersections Significantly Impacted – Existing Plus Other Development Plus Project

#	Intersection	Time Period	Existing Plus Other Development Traffic Conditions	Existing Plus Other Development Plus Project Traffic Conditions		Significant Impact
				New Access Road West	East Access Road	
			LOS/(V/C) or Delay	LOS/(V/C) or Delay	LOS/(V/C) or Delay	Y/N
1	I-605 NB Off-Ramp and WB Live Oak Avenue	AM	F/(288.0)	F/(298.2)	F/(298.2)	Y
		PM	F/(304.5)	F/(312.9)	F/(312.9)	Y
2	I-605 SB On-Ramp and Live Oak Avenue	AM	B/(0.602)	B/(0.602)	B/(0.602)	N
		PM	E/(0.908)	E/(0.908)	E/(0.908)	N
3	Speedway Drive and Live Oak Avenue	AM	A/(0.529)	A/(0.533)	A/(0.533)	N
		PM	F/(1.009)	F/(1.011)	F/(1.011)	N
4	Live Oak Avenue and Live Oak Avenue/Arrow Highway	AM	D/(0.875)	D/(0.875)	D/(0.875)	N
		PM	C/(0.789)	C/(0.792)	C/(0.792)	N
5	Avenida Barbosa and Arrow Highway	AM	E/(0.938)	E/(0.952)	E/(0.952)	N
		PM	D/(0.841)	D/(0.854)	D/(0.854)	N
6	I-605 SB Off-Ramp and Arrow Highway	AM	E/(0.956)	E/(0.956)	E/(0.956)	Y*
		PM	B/(0.648)	B/(0.668)	B/(0.668)	N
7	Bateman Avenue/Avenida Barbosa and Alpha Street/Buena Vista Street	AM	A/(0.487)	A/(0.551)	A/(0.551)	N
		PM	B/(0.658)	C/(0.712)	C/(0.712)	N
8	Bateman Avenue and Meridian Street	AM	B/(10.1)	B/(10.1)	B/(10.1)	N
		PM	B/(10.1)	B/(10.1)	B/(10.1)	N
9	Miguel Miranda Avenue and Buena Vista Street	AM	B/(12.2)	B/(12.2)	B/(14.0)	N
		PM	B/(14.6)	B/(14.6)	C/(16.9)	N
10	Miguel Miranda Avenue and Meridian Street	AM	A/(8.6)	A/(9.7)	A/(8.6)	N
		PM	A/(9.1)	A/(9.7)	A/(8.6)	N
11	New Access Road West and Buena Vista Street	AM	NA	A/(9.2)	NA	N
		PM	NA	B/(10.2)	NA	N
12	New Access Road West and Meridian Street	AM	NA	A/(8.7)	NA	N
		PM	NA	A/(8.6)	NA	N
13	Buena Vista Street and East Access Road	AM	NA	NA	A/(9.5)	N
		PM	NA	NA	B/(11.3)	N

** Per Caltrans Guide For The Preparation Of Traffic Impact Studies*

The study found that the project traffic does not have a significant impact at any of the study area intersections due to proposed project traffic under Existing Plus Other Development Plus Project Traffic Conditions, except for the intersections of I-605 NB Off-Ramp and WB Live Oak Avenue and I-605 SB Off-Ramp and Arrow Highway.

16. PROPOSED MITIGATION MEASURES

The proposed project traffic significantly impacts the intersections of I-605 NB Off-Ramp and WB Live Oak Avenue and I-605 SB Off-Ramp and Arrow Highway. The District will contribute a fair share towards planned improvements at these intersections to mitigate for the impacts produced by the proposed project. The City of Irwindale in conjunction with Caltrans is working on the following improvements:

I-605 NB Off-Ramp/WB Live Oak Avenue

- Install two new traffic signals per Caltrans standards.
- Construct a 390-feet long second northbound Off-Ramp to eastbound Live Oak Avenue.
- Resurface and restripe intersection and Off-Ramp

I-605 SB Off-Ramp/Arrow Highway

- Add an additional lane for the eastbound Arrow Highway off-ramp.
- Modify the existing traffic signal to allow for the optimization of the traffic signal timing.
- Interconnect existing traffic signals in the area.

Table 15 below shows the LOS at the intersection of I-605 NB Off-Ramp/WB Live Oak Avenue and I-605 SB Off-Ramp/Arrow Highway with the proposed improvements under various scenarios. The LOS analysis worksheets from Traffix are included in **Appendix I**.

Table 15: LOS with Proposed Mitigations

#	Scenario	ICU LOS/(V/C)			
		I-605 NB Off-Ramp/WB Live Oak Avenue		I-605 SB Off-Ramp/Arrow Highway	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1	Existing	C/(0.791)	C/(0.776)	B/(0.681)	A/(0.404)
2	Existing Plus Project	C/(0.798)	C/(0.782)	B/(0.681)	A/(0.423)
3	Existing Plus Other Development	E/(0.970)	E/(0.985)	C/(0.778)	A/(0.534)
4	Existing Plus Other Development Plus Project	E/(0.977)	E/(0.991)	C/(0.778)	A/(0.554)

17. PROJECT FAIR SHARE

The project adds trips to the currently deficient San Gabriel River Freeway (I-605) and has a significant traffic impact on the intersections of I-605 Northbound Off-Ramp and Westbound Live Oak Avenue and I-605 Southbound Off-Ramp and Arrow Highway. The project shall contribute its fair share to the I-605 Corridor Feasibility Study initiated by Caltrans and also pay its fair share contribution for impacts at the intersections of I-605 Northbound Off-Ramp and Westbound Live Oak Avenue and I-605 Southbound Off-Ramp and Arrow Highway. The project fair share contribution calculations have been determined by the District in consultation with City of Irwindale and Caltrans.

Project Fair Share Contribution to the I-605 Corridor Feasibility Study

As per the information provided by the City of Irwindale, the project shall pay a fair share cost of $428.02 per project trip generated during the peak hour towards the I-605 Corridor Feasibility Study.

Project Fair Share Contribution to the Significantly Impacted Intersections

The following calculations are based on the Caltrans Guide for the Preparation of Traffic Impact Studies.

Project Fair Share Percentage $P = T/(T_B - T_E)$

T = The vehicle trips generated by the project during the peak hour of adjacent State highway facility in vehicles per hour, vph.
T_B = The forecasted traffic volume on an impacted State highway facility at the time of general plan build-out (e.g., 20 year model or the furthest future model date feasible), vph.
T_E = The traffic volume existing on the impacted State highway facility plus other approved projects that will generate traffic that has yet to be constructed/opened, vph.

I-605 NB Off-Ramp/WB Live Oak Avenue

T = 11 vph (AM Peak Hour)
T_B = 3,193 vph
T_E = 3,019 vph

Project Fair Share Percentage $P = 11/(3,193 - 3,019) = 6.32\%$

I-605 SB Off-Ramp/Arrow Highway

T = 185 vph (AM Peak Hour)
T_B = 4,744 vph
T_E = 3,425 vph

Project Fair Share Percentage $P = 185/(4,744 - 3,425) = 14.02\%$

18. QUEUING ANALYSIS

An off-ramp queuing analysis was conducted for the northbound I-605 off-ramp at Live Oak Avenue (westbound) and southbound I-605 off-ramp at Arrow Highway in order to assess any potential impacts at these locations as a result of project generated traffic. See **Table 16** for the off-ramp queuing analysis for I-605 NB off ramp on to WB Live Oak Avenue and I-605 SB off-ramp on to Arrow Highway. The 95th percentile queues were extracted from Synchro software (reports located in **Appendix J**).

Table 16: Peak Hour Off-Ramp Intersection 95th Percentile Queues

Ramp	Cross Street	Ramp Length	85% Ramp Length	Ramp Turn Lanes at Intersection			Existing (2016)				Existing + Project (2016)				Existing + Other Developments + Project (2016)				Queue 85% > Storage ?
							AM 95% Queue		PM 95% Queue		AM 95% Queue		PM 95% Queue		AM 95% Queue		PM 95% Queue		Y/N
				Lanes	Move	Length*	Lane	Max	Lane	Max	Lane	Max	Lane	Max	Lane	Max	Lane	Max	
I-605 NB Off-Ramp	Live Oak Ave	1,570	1,335	1	SBR	1570	672	672	706	706	704	704	735	735	1,493	1,493	1,681	1,681	Y
I-605 SB Off-Ramp	Arrow Hwy	1,080	918	2	SBR SBL	590 500	0 463#	463#	0 208#	208#	0 463#	463#	0 208#	208#	0 484#	484#	0 431#	431#	N

** Based on scaled distances from online aerial photographs*

 # 95th percentile volume exceeds capacity, queue may be longer.

19.TRAFFIC SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis (Warrant 3 – Peak Hour) was conducted at the intersections of New Access Road West/Buena Vista Street and Buena Vista Street/East Access Road for Existing Plus Project and Existing Plus Other Development Plus Project Traffic Conditions. Neither of the intersections satisfies the Warrant 3 – Peak Hour. See **Appendix K** for the traffic signal warrant analysis work sheets.

APPENDIX

APPENDIX A

TRAFFIC COUNTS

ITM Peak Hour Summary

Prepared by:

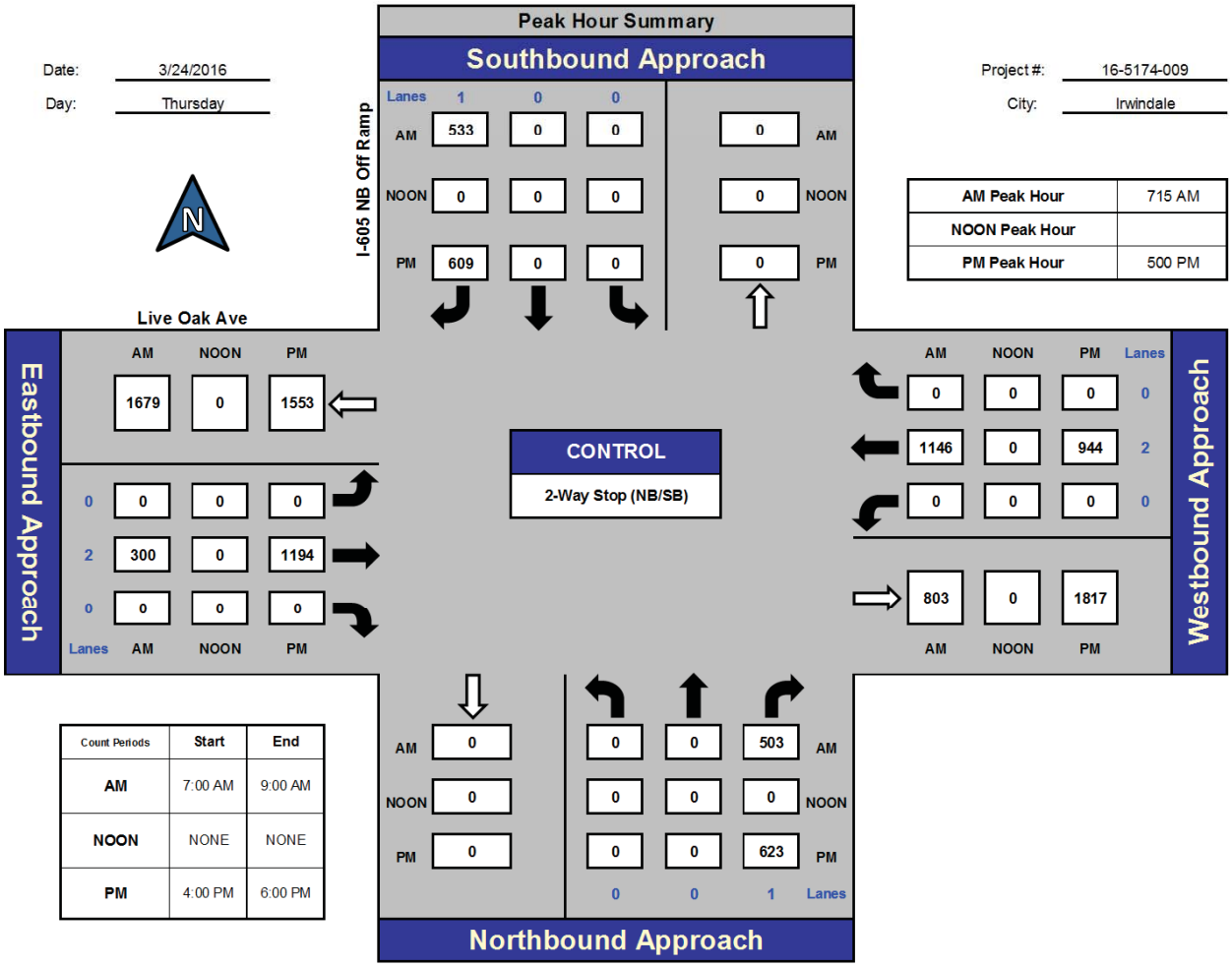
National Data & Surveying Services

I-605 NB Off Ramp and Live Oak Ave , Irwindale

Date: 3/24/2016
Day: Thursday

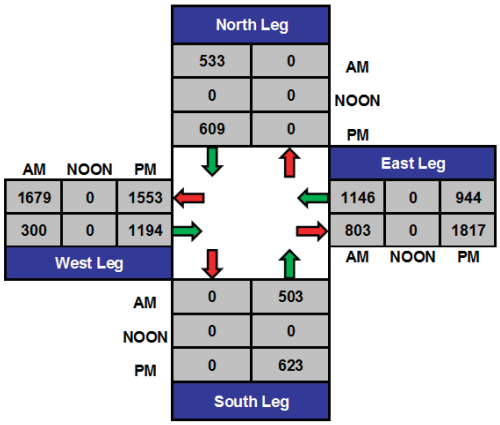
Project #: 16-5174-009
City: Irwindale

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

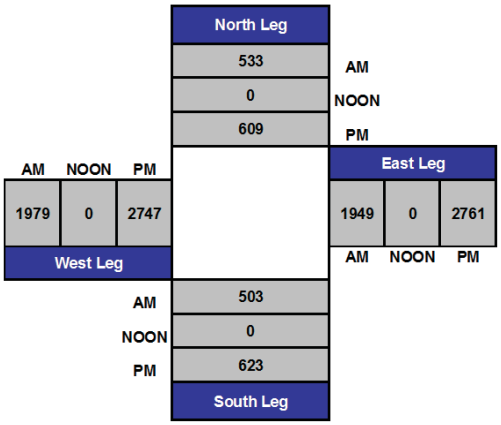


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-009 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

AM

NS/EW Streets:	I-605 NB Off Ramp			I-605 NB Off Ramp			Live Oak Ave			Live Oak Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	1	0	0	1	0	2	0	0	2	0	
7:00 AM	0	0	91	0	0	129	0	46	0	0	337	0	603
7:15 AM	0	0	113	0	0	129	0	46	0	0	354	0	642
7:30 AM	0	0	125	0	0	130	0	64	0	0	291	0	610
7:45 AM	0	0	143	0	0	141	0	94	0	0	222	0	600
8:00 AM	0	0	122	0	0	133	0	96	0	0	279	0	630
8:15 AM	0	0	137	0	0	129	0	97	0	0	220	0	583
8:30 AM	0	0	119	0	0	124	0	77	0	0	226	0	546
8:45 AM	0	0	103	0	0	134	0	90	0	0	211	0	538
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	953	0	0	1049	0	610	0	0	2140	0	4752
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	503	0	0	533	0	300	0	0	1146	0	2482
PEAK HR FACTOR :		0.879			0.945			0.781			0.809		0.967

CONTROL : 2-Way Stop (NB/SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-009 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

PM

NS/EW Streets:	I-605 NB Off Ramp			I-605 NB Off Ramp			Live Oak Ave			Live Oak Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	1	0	0	1	0	2	0	0	2	0	
4:00 PM	0	0	146	0	0	125	0	250	0	0	213	0	734
4:15 PM	0	0	163	0	0	146	0	270	0	0	231	0	810
4:30 PM	0	0	136	0	0	148	0	305	0	0	233	0	822
4:45 PM	0	0	149	0	0	161	0	289	0	0	207	0	806
5:00 PM	0	0	155	0	0	151	0	297	0	0	242	0	845
5:15 PM	0	0	161	0	0	152	0	300	0	0	257	0	870
5:30 PM	0	0	156	0	0	153	0	299	0	0	227	0	835
5:45 PM	0	0	151	0	0	153	0	298	0	0	218	0	820
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	1217	0	0	1189	0	2308	0	0	1828	0	6542
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	623	0	0	609	0	1194	0	0	944	0	3370
PEAK HR FACTOR :		0.967			0.995			0.995			0.918		0.968

CONTROL : 2-Way Stop (NB/SB)

ITM Peak Hour Summary

Prepared by:

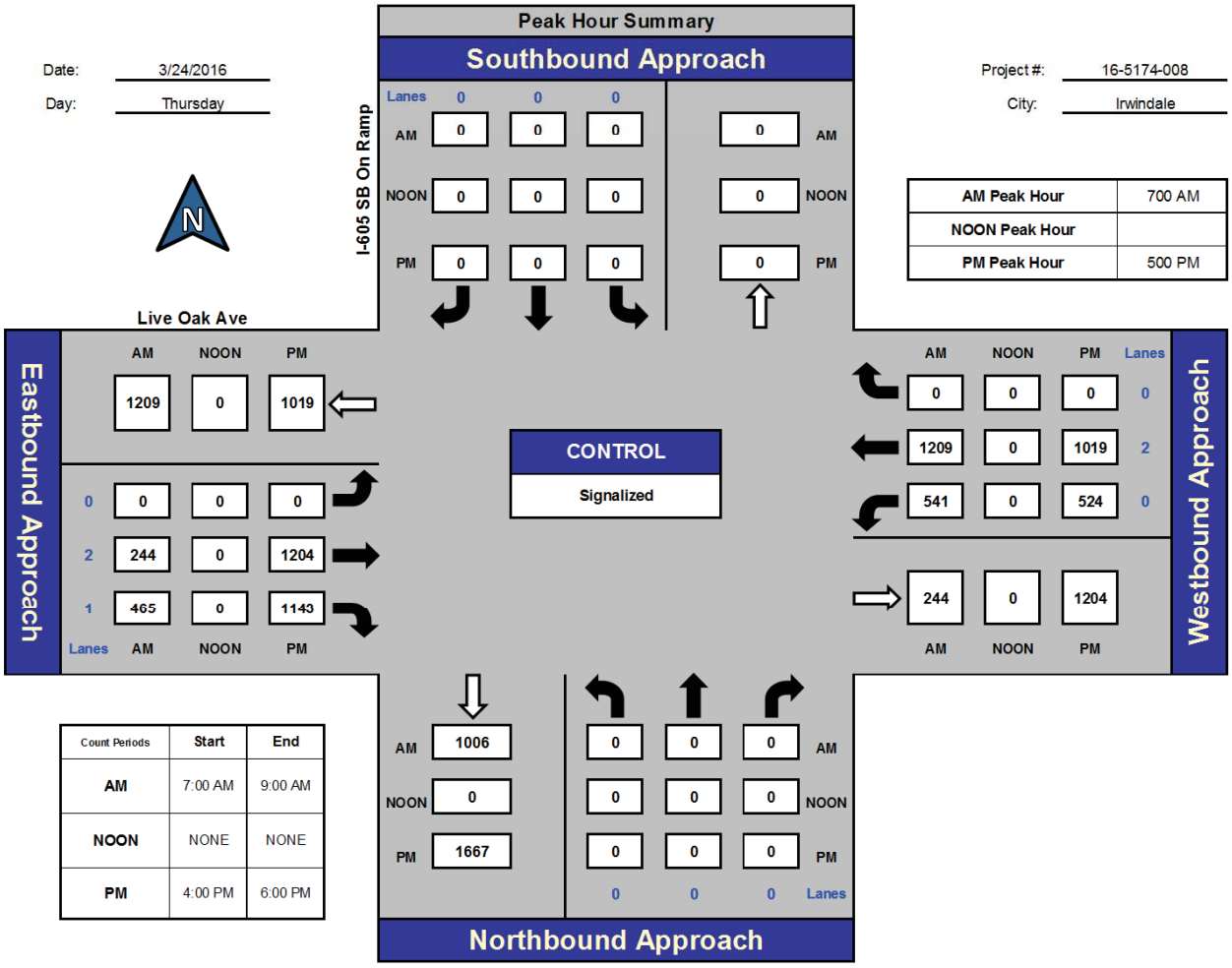
National Data & Surveying Services

I-605 SB On Ramp and Live Oak Ave , Irwindale

Date: 3/24/2016
Day: Thursday

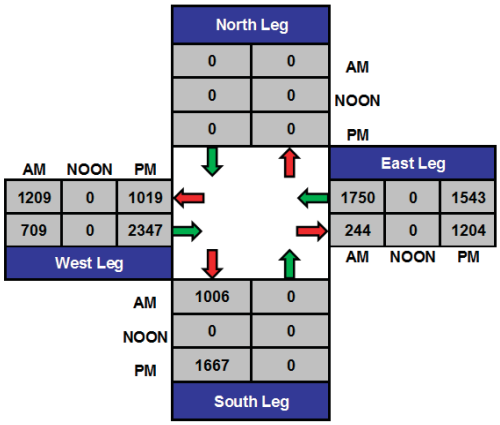
Project #: 16-5174-008
City: Irwindale

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	500 PM

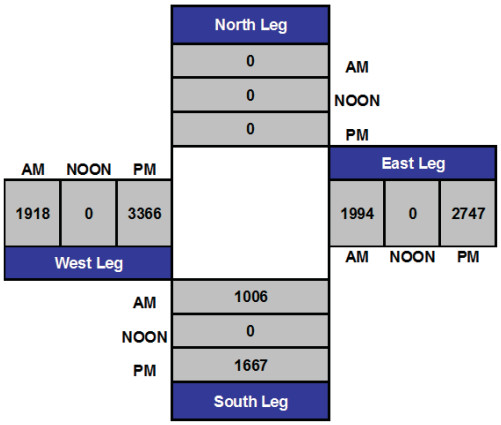


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-008 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

AM

NS/EW Streets:	I-605 SB On Ramp			I-605 SB On Ramp			Live Oak Ave			Live Oak Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	2	1	0	2	0	
7:00 AM	0	0	0	0	0	0	0	51	116	171	288	0	626
7:15 AM	0	0	0	0	0	0	0	43	121	157	334	0	655
7:30 AM	0	0	0	0	0	0	0	61	125	122	304	0	612
7:45 AM	0	0	0	0	0	0	0	89	103	91	283	0	566
8:00 AM	0	0	0	0	0	0	0	96	114	136	266	0	612
8:15 AM	0	0	0	0	0	0	0	94	138	102	255	0	589
8:30 AM	0	0	0	0	0	0	0	78	135	102	245	0	560
8:45 AM	0	0	0	0	0	0	0	95	120	112	229	0	556
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	607	972	993	2204	0	4776
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	38.44%	61.56%	31.06%	68.94%	0.00%	

PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	244	465	541	1209	0	2459
PEAK HR FACTOR :		0.000			0.000			0.923			0.891		0.939

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-008 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

PM

NS/EW Streets:	I-605 SB On Ramp			I-605 SB On Ramp			Live Oak Ave			Live Oak Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	2	1	0	2	0	
4:00 PM	0	0	0	0	0	0	0	248	211	132	202	0	793
4:15 PM	0	0	0	0	0	0	0	275	197	152	227	0	851
4:30 PM	0	0	0	0	0	0	0	308	239	136	246	0	929
4:45 PM	0	0	0	0	0	0	0	282	253	129	242	0	906
5:00 PM	0	0	0	0	0	0	0	302	322	132	253	0	1009
5:15 PM	0	0	0	0	0	0	0	302	276	160	258	0	996
5:30 PM	0	0	0	0	0	0	0	298	285	117	260	0	960
5:45 PM	0	0	0	0	0	0	0	302	260	115	248	0	925
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	2317	2043	1073	1936	0	7369
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	53.14%	46.86%	35.66%	64.34%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	1204	1143	524	1019	0	3890
PEAK HR FACTOR :		0.000			0.000			0.940			0.923		0.964

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

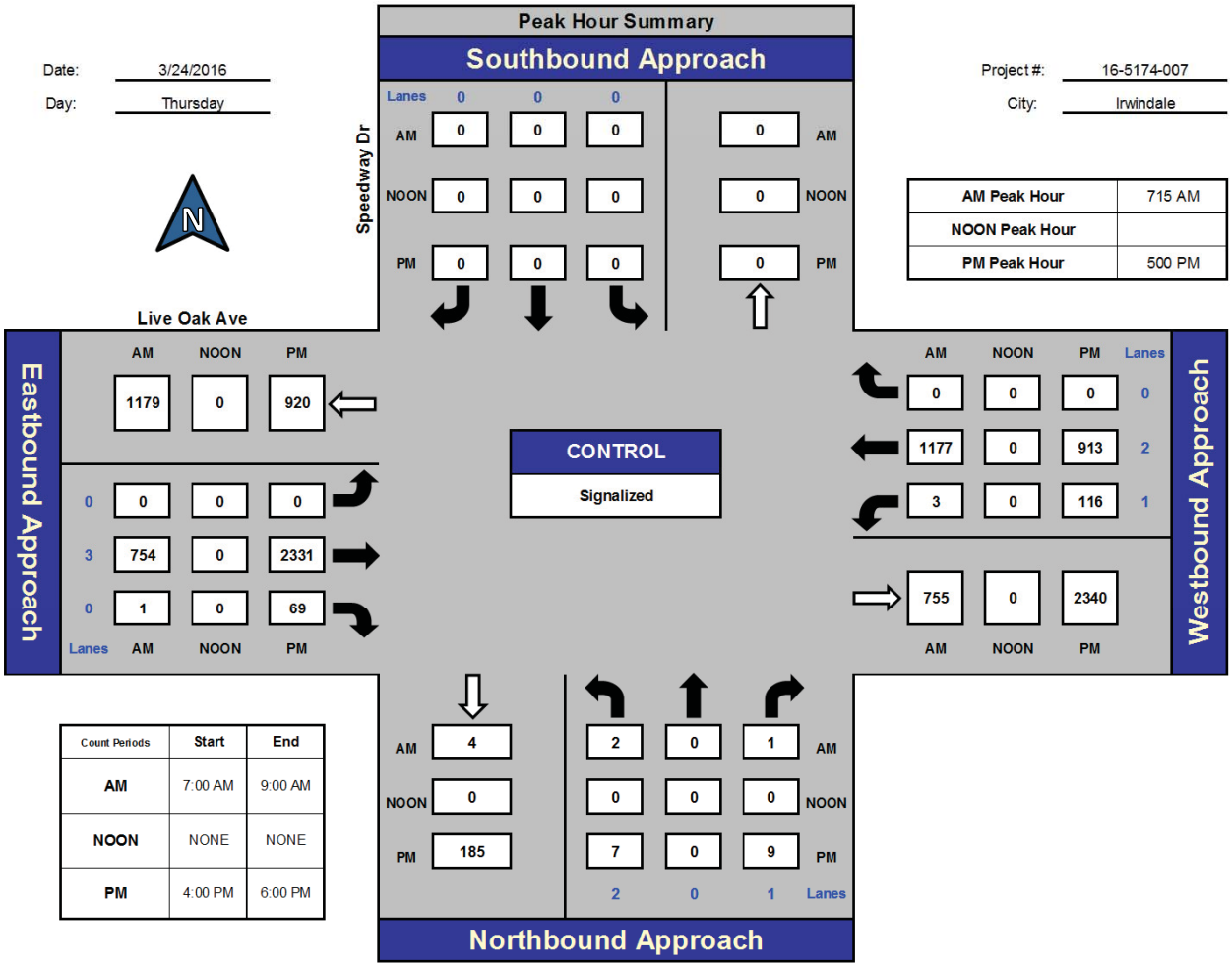
National Data & Surveying Services

Speedway Dr and Live Oak Ave , Irwindale

Date: 3/24/2016
Day: Thursday

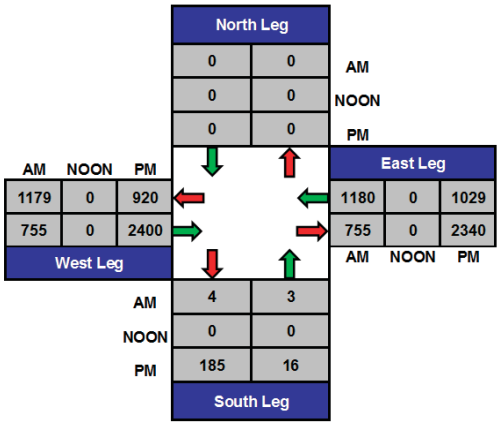
Project #: 16-5174-007
City: Irwindale

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

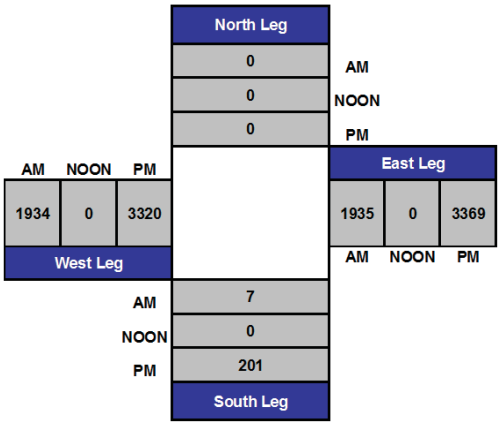


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-007 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

AM

NS/EW Streets:	Speedway Dr			Speedway Dr			Live Oak Ave			Live Oak Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0	1	0	0	0	0	3	0	1	2	0	
7:00 AM	0	0	0	0	0	0	0	160	0	1	279	0	440
7:15 AM	1	0	0	0	0	0	0	166	1	0	338	0	506
7:30 AM	0	0	0	0	0	0	0	192	0	0	295	0	487
7:45 AM	0	0	0	0	0	0	0	196	0	0	275	0	471
8:00 AM	1	0	1	0	0	0	0	200	0	3	269	0	474
8:15 AM	1	0	0	0	0	0	0	223	0	1	259	0	484
8:30 AM	0	0	0	0	0	0	0	217	4	2	240	0	463
8:45 AM	0	0	0	0	0	0	0	210	1	0	229	0	440
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	0	1	0	0	0	0	1564	6	7	2184	0	3765
APPROACH %'s :	75.00%	0.00%	25.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	99.62%	0.38%	0.32%	99.68%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	2	0	1	0	0	0	0	754	1	3	1177	0	1938
PEAK HR FACTOR :		0.375			0.000			0.944			0.873		0.958

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-007 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

PM

NS/EW Streets:	Speedway Dr			Speedway Dr			Live Oak Ave			Live Oak Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0	1	0	0	0	0	3	0	1	2	0	
4:00 PM	3	0	0	0	0	0	0	452	16	18	179	0	668
4:15 PM	1	0	1	0	0	0	0	478	14	12	214	0	720
4:30 PM	1	0	0	0	0	0	0	548	16	17	223	0	805
4:45 PM	1	0	3	0	0	0	0	516	15	27	211	0	773
5:00 PM	4	0	5	0	0	0	0	613	19	26	226	0	893
5:15 PM	1	0	3	0	0	0	0	558	15	36	229	0	842
5:30 PM	1	0	0	0	0	0	0	577	11	21	238	0	848
5:45 PM	1	0	1	0	0	0	0	583	24	33	220	0	862
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	13	0	13	0	0	0	0	4325	130	190	1740	0	6411
APPROACH %'s :	50.00%	0.00%	50.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	97.08%	2.92%	9.84%	90.16%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	7	0	9	0	0	0	0	2331	69	116	913	0	3445
PEAK HR FACTOR :		0.444			0.000			0.949			0.971		0.964

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

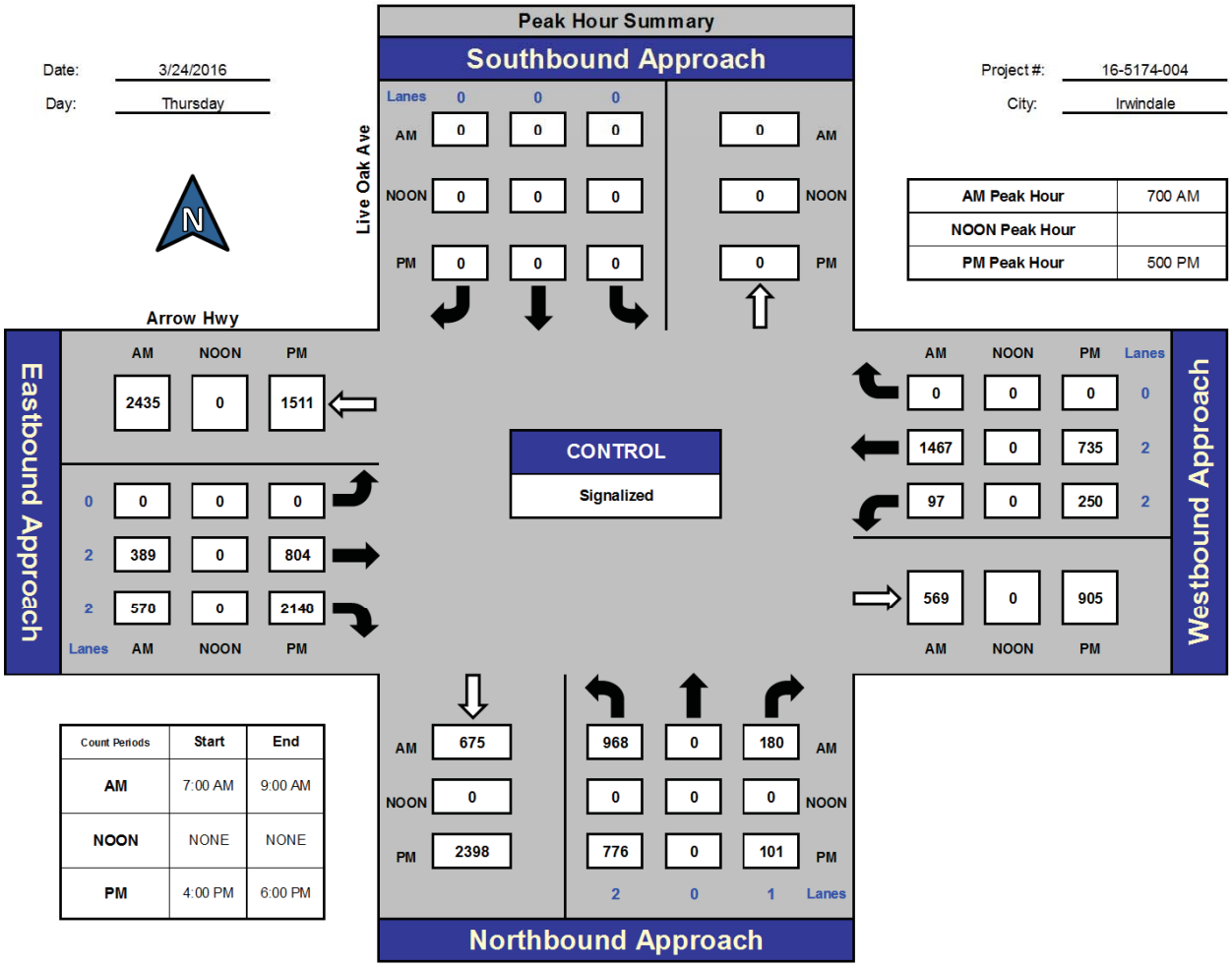
National Data & Surveying Services

Live Oak Ave and Arrow Hwy , Irwindale

Date: 3/24/2016
Day: Thursday

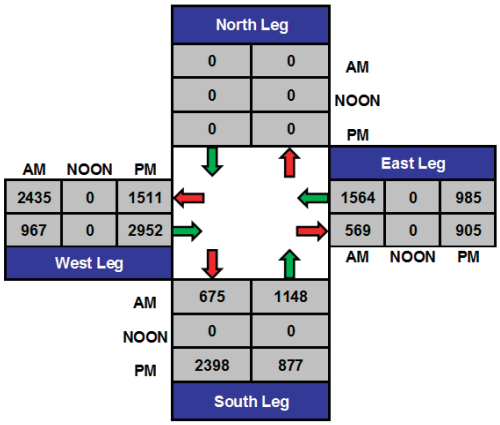
Project #: 16-5174-004
City: Irwindale

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	500 PM

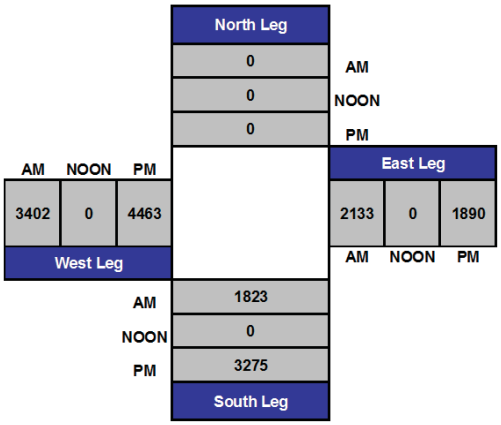


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-004 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

AM

NS/EW Streets:	Live Oak Ave			Live Oak Ave			Arrow Hwy			Arrow Hwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0	1	0	0	0	0	2	2	2	2	0	
7:00 AM	220	0	31	0	0	0	0	70	127	25	397	0	870
7:15 AM	281	0	43	0	0	0	0	94	135	28	418	0	999
7:30 AM	262	0	49	0	0	0	0	99	151	29	362	0	952
7:45 AM	205	0	57	0	0	0	0	126	165	15	290	0	858
8:00 AM	221	0	49	0	0	0	0	92	171	23	257	0	813
8:15 AM	228	0	42	0	0	0	0	96	175	28	241	0	810
8:30 AM	195	0	40	0	0	0	0	110	181	28	200	0	754
8:45 AM	198	0	41	0	0	0	0	111	157	33	204	0	744
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1810	0	352	0	0	0	0	798	1262	209	2369	0	6800
APPROACH %'s :	83.72%	0.00%	16.28%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	38.74%	61.26%	8.11%	91.89%	0.00%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	968	0	180	0	0	0	0	389	578	97	1467	0	3679
PEAK HR FACTOR :		0.886			0.000			0.831			0.877		0.921

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-004 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

PM

NS/EW Streets:	Live Oak Ave			Live Oak Ave			Arrow Hwy			Arrow Hwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	0	1	0	0	0	0	2	2	2	2	0	
4:00 PM	126	0	42	0	0	0	0	222	429	48	94	0	961
4:15 PM	174	0	32	0	0	0	0	162	463	44	106	0	981
4:30 PM	168	0	46	0	0	0	0	182	510	43	132	0	1081
4:45 PM	186	0	33	0	0	0	0	163	495	47	116	0	1040
5:00 PM	176	0	30	0	0	0	0	191	535	83	131	0	1146
5:15 PM	215	0	19	0	0	0	0	203	537	55	179	0	1208
5:30 PM	208	0	23	0	0	0	0	197	541	48	207	0	1224
5:45 PM	177	0	29	0	0	0	0	213	535	64	218	0	1236
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1430	0	254	0	0	0	0	1533	4045	432	1183	0	8877
APPROACH %'s :	84.92%	0.00%	15.08%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	27.48%	72.52%	26.75%	73.25%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	776	0	101	0	0	0	0	804	2148	250	735	0	4814
PEAK HR FACTOR :		0.937			0.000			0.987			0.873		0.974

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

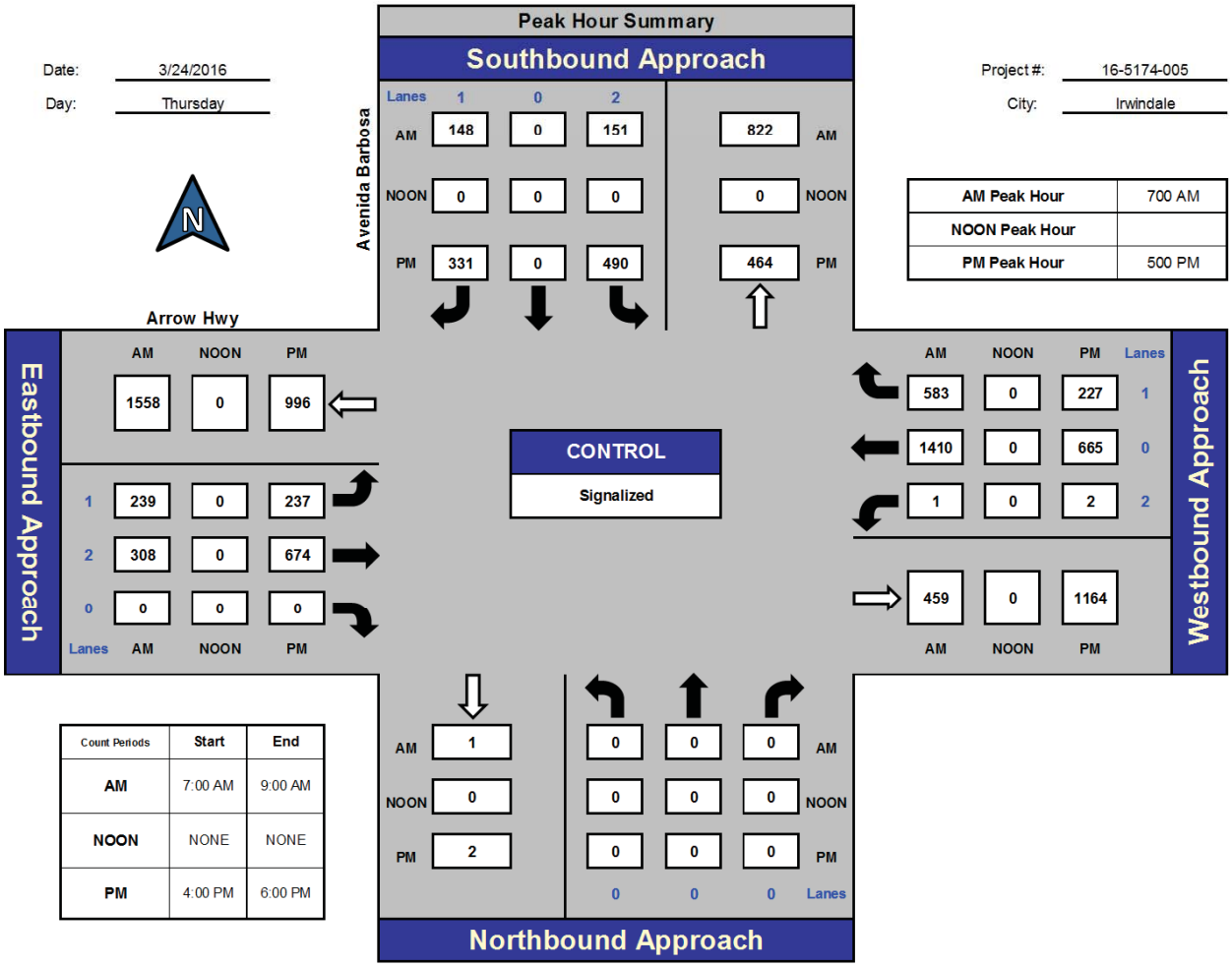
Avenida Barbosa and Arrow Hwy , Irwindale

Date: 3/24/2016
Day: Thursday

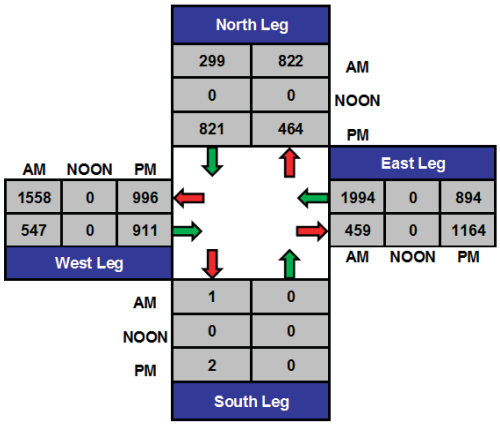
Project #: 16-5174-005
City: Irwindale

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	500 PM

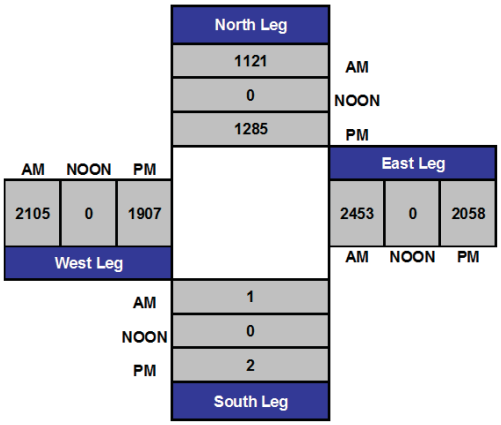
Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-005 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

AM

NS/EW Streets:	Avenida Barbosa			Avenida Barbosa			Arrow Hwy			Arrow Hwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	2	0	1	
7:00 AM	0	0	0	33	0	41	39	58	0	0	352	111	634
7:15 AM	0	0	0	31	0	36	57	71	0	0	441	135	771
7:30 AM	0	0	0	43	0	35	58	85	0	1	342	159	723
7:45 AM	0	0	0	44	0	36	85	94	0	0	275	178	712
8:00 AM	0	0	0	39	0	34	80	76	0	1	242	129	601
8:15 AM	0	0	0	41	0	37	54	77	0	0	240	111	560
8:30 AM	0	0	0	43	0	30	61	85	0	0	196	89	504
8:45 AM	0	0	0	35	0	26	71	83	0	0	216	81	512
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	309	0	275	505	629	0	2	2304	993	5017
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	52.91%	0.00%	47.09%	44.53%	55.47%	0.00%	0.06%	69.84%	30.10%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	0	0	151	0	148	239	308	0	1	1410	583	2840
PEAK HR FACTOR :		0.000			0.934			0.764			0.865		0.921

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-005 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

PM

NS/EW Streets:	Avenida Barbosa			Avenida Barbosa			Arrow Hwy			Arrow Hwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	2	0	1	1	2	0	2	0	1	
4:00 PM	0	0	0	82	0	47	82	197	0	0	86	55	549
4:15 PM	0	0	0	101	0	60	70	124	0	1	101	53	510
4:30 PM	0	0	0	84	0	59	71	136	0	0	105	61	516
4:45 PM	0	0	0	108	0	77	70	135	0	0	100	74	564
5:00 PM	0	0	0	151	0	108	63	167	0	1	112	54	656
5:15 PM	0	0	0	123	0	74	54	170	0	0	152	67	640
5:30 PM	0	0	0	123	0	85	54	170	0	1	181	50	664
5:45 PM	0	0	0	93	0	64	66	167	0	0	220	56	666
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	865	0	574	530	1266	0	3	1057	470	4765
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	60.11%	0.00%	39.89%	29.51%	70.49%	0.00%	0.20%	69.08%	30.72%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	490	0	331	237	674	0	2	665	227	2626
PEAK HR FACTOR :		0.000			0.792			0.977			0.810		0.986

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

I-605 SB Off Ramp and Arrow Hwy , Irwindale

Date: 3/24/2016
Day: Thursday
Project #: 16-5174-006
City: Irwindale

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (I-605 SB Off Ramp)

Lanes	1	1	0	
AM	515	0	391	0 AM
NOON	0	0	0	0 NOON
PM	461	0	185	0 PM

Eastbound Approach (Arrow Hwy)

Lanes	AM	NOON	PM
	1983	0	896
0	0	0	0
3	456	0	1180
0	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	0
2	1468	0	435
0	0	0	0
	847	0	1365

Northbound Approach

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

CONTROL: Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	AM	NOON	PM
North Leg	906	0	
	0	0	NOON
	646	0	PM
West Leg	1983	0	896
	456	0	1180
East Leg	1468	0	435
	847	0	1365
South Leg	0	0	AM
	0	0	NOON
	0	0	PM

Total Volume Per Leg

	AM	NOON	PM
North Leg	906	0	646
West Leg	2439	0	2076
East Leg	2315	0	1800
South Leg	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-006 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

AM

NS/EW Streets:	I-605 SB Off Ramp			I-605 SB Off Ramp			Arrow Hwy			Arrow Hwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	1	0	3	0	0	2	0	
7:00 AM	0	0	0	77	0	99	0	90	0	0	373	0	639
7:15 AM	0	0	0	92	0	143	0	103	0	0	424	0	762
7:30 AM	0	0	0	98	0	135	0	127	0	0	352	0	712
7:45 AM	0	0	0	124	0	138	0	136	0	0	319	0	717
8:00 AM	0	0	0	120	0	100	0	116	0	0	260	0	596
8:15 AM	0	0	0	94	0	99	0	121	0	0	260	0	574
8:30 AM	0	0	0	97	0	90	0	127	0	0	203	0	517
8:45 AM	0	0	0	99	0	110	0	118	0	0	197	0	524
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	801	0	914	0	938	0	0	2388	0	5041
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	46.71%	0.00%	53.29%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	0	0	391	0	515	0	456	0	0	1468	0	2830
PEAK HR FACTOR :		0.000			0.865			0.838			0.866		0.928

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-006 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

PM

NS/EW Streets:	I-605 SB Off Ramp			I-605 SB Off Ramp			Arrow Hwy			Arrow Hwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	1	0	3	0	0	2	0	
4:00 PM	0	0	0	69	0	59	0	258	0	0	85	0	471
4:15 PM	0	0	0	69	0	54	0	236	0	0	98	0	457
4:30 PM	0	0	0	44	0	61	0	229	0	0	107	0	441
4:45 PM	0	0	0	48	0	52	0	237	0	0	124	0	461
5:00 PM	0	0	0	36	0	59	0	322	0	0	109	0	526
5:15 PM	0	0	0	38	0	102	0	300	0	0	116	0	556
5:30 PM	0	0	0	57	0	134	0	284	0	0	110	0	585
5:45 PM	0	0	0	54	0	166	0	274	0	0	100	0	594
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	415	0	687	0	2140	0	0	849	0	4091
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	37.66%	0.00%	62.34%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	185	0	461	0	1180	0	0	435	0	2261
PEAK HR FACTOR :		0.000			0.734			0.916			0.938		0.952

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

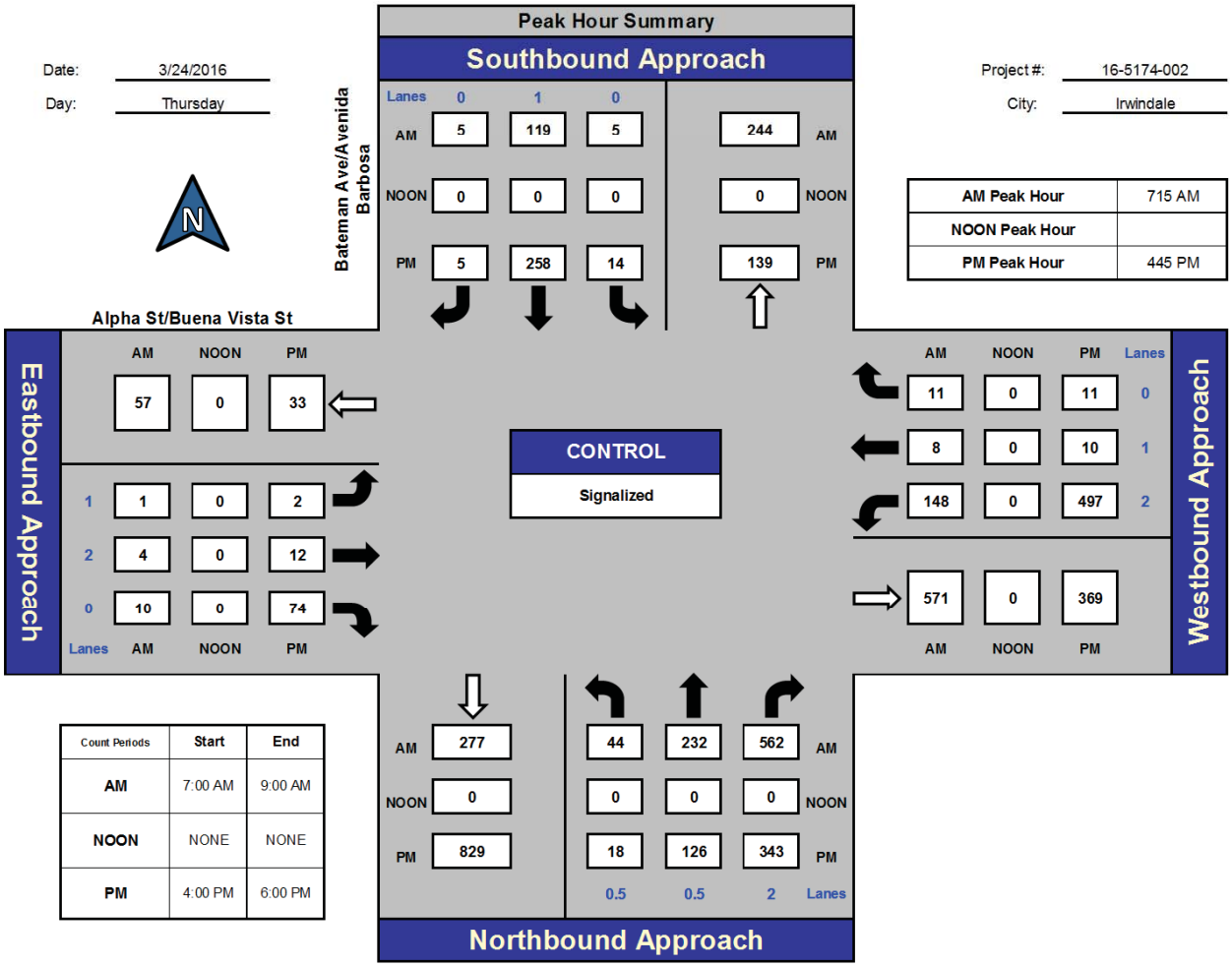
Bateman Ave/Avenida Barbosa and Alpha St/Buena Vista St , Irwindale

Date: 3/24/2016

Day: Thursday

Project #: 16-5174-002

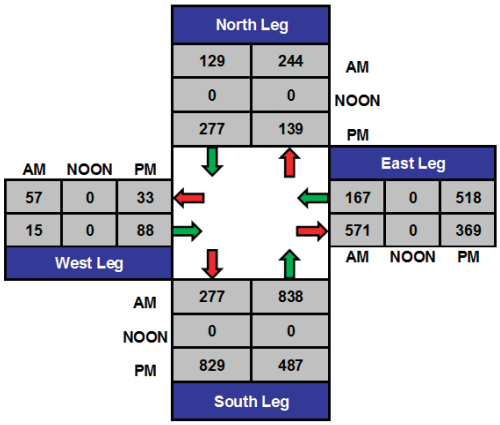
City: Irwindale



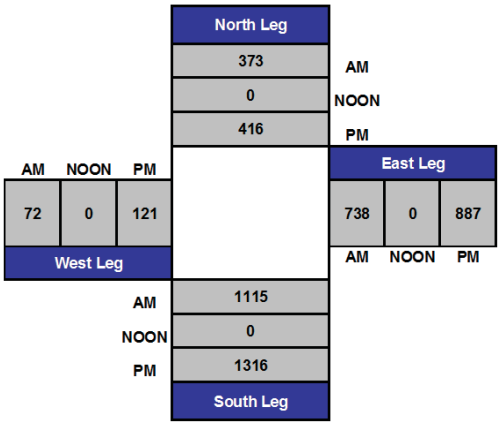
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-002 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

AM

NS/EW Streets:	Bateman Ave/Avenida Barbosa			Bateman Ave/Avenida Barbosa			Alpha St/Buena Vista St			Alpha St/Buena Vista St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	2	0	1	0	1	2	0	2	1	0	
7:00 AM	1	48	91	1	31	0	0	0	4	31	1	1	209
7:15 AM	6	45	127	0	26	0	0	1	2	35	3	2	247
7:30 AM	8	66	133	0	33	3	0	1	3	32	0	3	282
7:45 AM	13	77	166	1	33	1	0	2	4	41	2	1	341
8:00 AM	17	44	136	4	27	1	1	0	1	40	3	5	279
8:15 AM	6	37	110	0	19	1	2	0	7	43	3	5	233
8:30 AM	14	33	99	1	18	2	1	3	4	41	2	2	220
8:45 AM	14	38	96	2	21	1	0	2	6	35	3	3	221
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	79	388	958	9	208	9	4	9	31	298	17	22	2032
APPROACH %'s :	5.54%	27.23%	67.23%	3.98%	92.04%	3.98%	9.09%	20.45%	70.45%	88.43%	5.04%	6.53%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	44	232	562	5	119	5	1	4	10	148	8	11	1149
PEAK HR FACTOR :		0.818			0.896			0.625			0.870		0.842

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-002 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

PM

NS/EW Streets:	Bateman Ave/Avenida Barbosa			Bateman Ave/Avenida Barbosa			Alpha St/Buena Vista St			Alpha St/Buena Vista St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	2	0	1	0	1	2	0	2	1	0	
4:00 PM	16	31	91	7	42	3	2	5	7	78	3	5	290
4:15 PM	11	31	86	3	49	2	1	2	13	92	5	0	295
4:30 PM	5	25	102	2	41	1	0	6	18	83	4	2	289
4:45 PM	8	42	96	1	50	3	1	5	13	106	2	0	327
5:00 PM	5	33	80	4	83	1	1	4	30	142	4	5	392
5:15 PM	4	31	85	5	57	0	0	3	14	120	1	4	324
5:30 PM	1	20	82	4	68	1	0	0	17	129	3	2	327
5:45 PM	3	36	83	2	57	0	2	2	7	101	1	3	297
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	53	249	705	28	447	11	7	27	119	851	23	21	2541
APPROACH %'s :	5.26%	24.73%	70.01%	5.76%	91.98%	2.26%	4.58%	17.65%	77.78%	95.08%	2.57%	2.35%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	18	126	343	14	258	5	2	12	74	497	10	11	1370
PEAK HR FACTOR :		0.834			0.787			0.629			0.858		0.874

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Bateman Ave and Meridian St , Irwindale

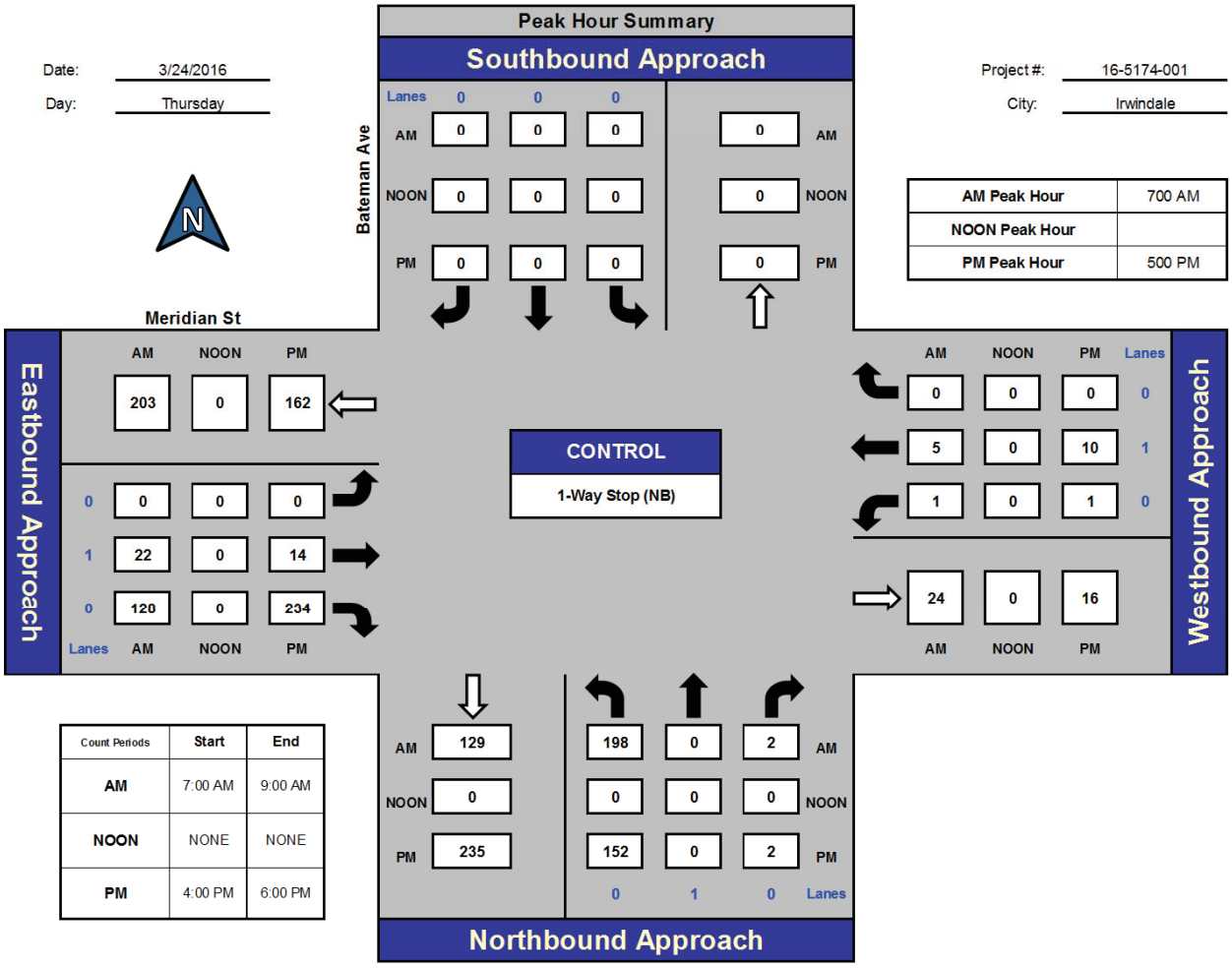
Date: 3/24/2016

Day: Thursday

Project #: 16-5174-001

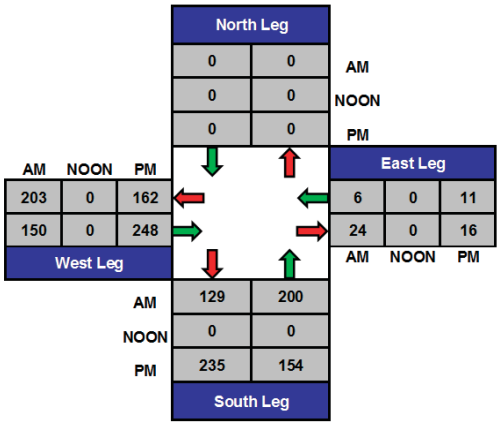
City: Irwindale

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	500 PM

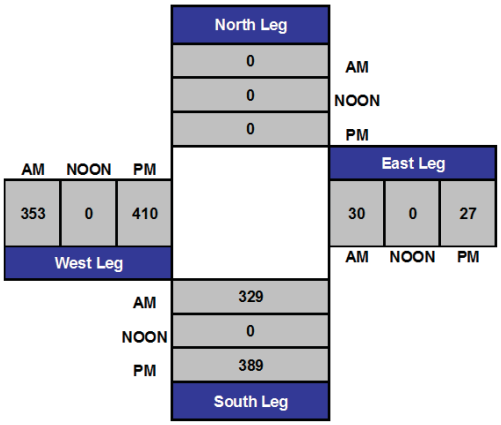


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-001 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

AM

NS/EW Streets:	Bateman Ave			Bateman Ave			Meridian St			Meridian St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
7:00 AM	45	0	0	0	0	0	0	4	28	0	1	0	78
7:15 AM	41	0	0	0	0	0	0	4	28	0	1	0	74
7:30 AM	58	0	1	0	0	0	0	7	33	0	2	0	101
7:45 AM	54	0	1	0	0	0	0	7	39	1	1	0	103
8:00 AM	33	0	1	0	0	0	0	4	28	0	2	0	68
8:15 AM	34	0	0	0	0	0	0	2	20	0	7	0	63
8:30 AM	26	0	0	0	0	0	0	2	20	0	2	0	50
8:45 AM	28	0	0	0	0	0	0	1	27	0	4	0	60
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	319	0	3	0	0	0	0	31	223	1	20	0	597
APPROACH %'s :	99.07%	0.00%	0.93%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	12.20%	87.80%	4.76%	95.24%	0.00%	

PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	198	0	2	0	0	0	0	22	128	1	5	0	356
PEAK HR FACTOR :		0.847			0.000			0.815			0.750		0.864

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-001 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

PM

NS/EW Streets:	Bateman Ave			Bateman Ave			Meridian St			Meridian St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
4:00 PM	38	0	2	0	0	0	0	2	46	0	4	0	92
4:15 PM	29	0	0	0	0	0	0	3	41	0	1	0	74
4:30 PM	30	0	0	0	0	0	0	1	38	1	5	0	75
4:45 PM	35	0	0	0	0	0	0	3	39	0	4	0	81
5:00 PM	50	0	0	0	0	0	0	4	76	0	1	0	131
5:15 PM	37	0	1	0	0	0	0	3	49	1	1	0	92
5:30 PM	24	0	1	0	0	0	0	2	58	0	7	0	92
5:45 PM	41	0	0	0	0	0	0	5	51	0	1	0	98
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	284	0	4	0	0	0	0	23	398	2	24	0	735
APPROACH %'s :	98.61%	0.00%	1.39%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	5.46%	94.54%	7.69%	92.31%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	152	0	2	0	0	0	0	14	234	1	10	0	413
PEAK HR FACTOR :		0.770			0.000			0.775			0.393		0.788

CONTROL : 1-Way Stop (NB)

ITM Peak Hour Summary

Prepared by:

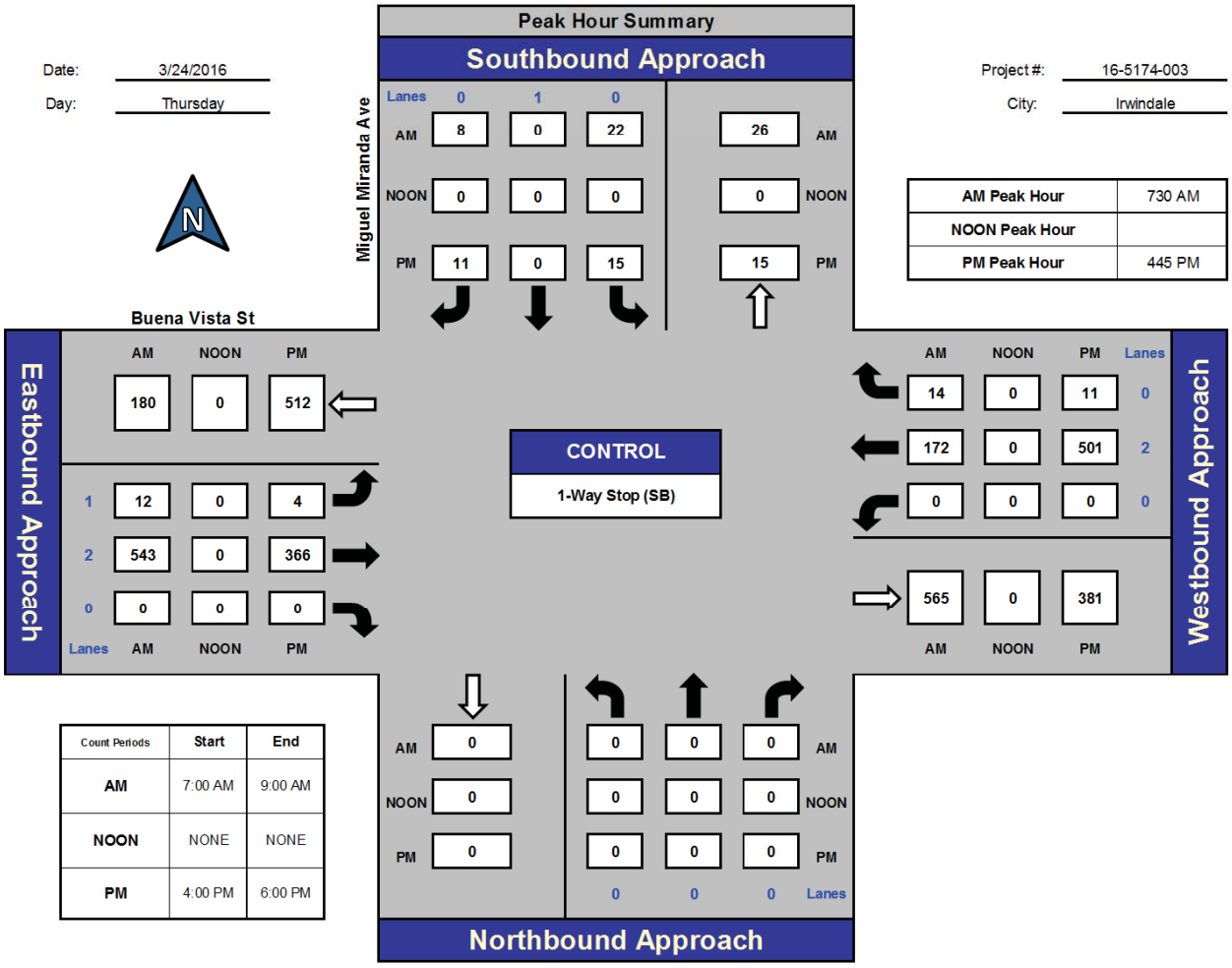
National Data & Surveying Services

Miguel Miranda Ave and Buena Vista St , Irwindale

Date: 3/24/2016
Day: Thursday

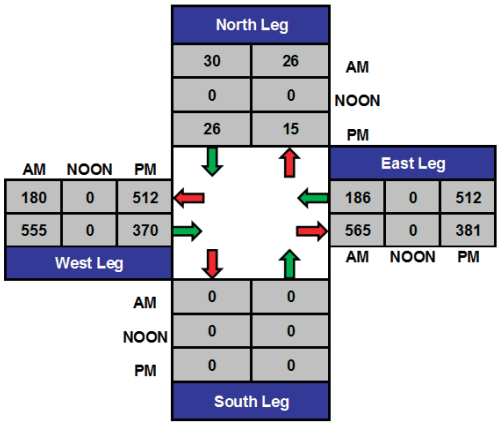
Project #: 16-5174-003
City: Irwindale

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

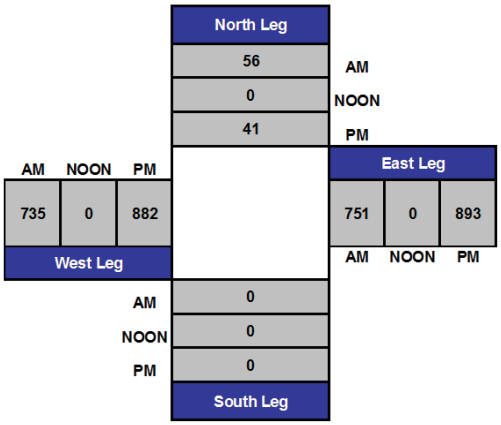


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-003 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

AM

NS/EW Streets:	Miguel Miranda Ave			Miguel Miranda Ave			Buena Vista St			Buena Vista St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	2	0	0	2	0	
7:00 AM	0	0	0	3	0	1	4	93	0	0	31	2	134
7:15 AM	0	0	0	5	0	2	3	122	0	0	38	1	171
7:30 AM	0	0	0	8	0	0	3	133	0	0	36	2	182
7:45 AM	0	0	0	9	0	3	3	164	0	0	42	1	222
8:00 AM	0	0	0	4	0	3	2	135	0	0	45	2	191
8:15 AM	0	0	0	1	0	2	4	111	0	0	49	9	176
8:30 AM	0	0	0	2	0	1	4	96	0	0	44	2	149
8:45 AM	0	0	0	2	0	0	3	92	0	0	40	2	139
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	34	0	12	26	946	0	0	325	21	1364
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	73.91%	0.00%	26.09%	2.67%	97.33%	0.00%	0.00%	93.93%	6.07%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	22	0	8	12	543	0	0	172	14	771
PEAK HR FACTOR :		0.000			0.625			0.831			0.802		0.868

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-003 **Day:** Thursday

City: Irwindale **Date:** 3/24/2016

PM

NS/EW Streets:	Miguel Miranda Ave			Miguel Miranda Ave			Buena Vista St			Buena Vista St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	2	0	0	2	0	
4:00 PM	0	0	0	3	0	4	1	101	0	0	87	5	201
4:15 PM	0	0	0	3	0	1	0	90	0	0	100	4	198
4:30 PM	0	0	0	2	0	1	3	108	0	0	90	4	208
4:45 PM	0	0	0	2	0	3	1	101	0	0	102	5	214
5:00 PM	0	0	0	7	0	5	2	85	0	0	142	1	242
5:15 PM	0	0	0	5	0	1	1	93	0	0	129	0	229
5:30 PM	0	0	0	1	0	2	0	87	0	0	128	5	223
5:45 PM	0	0	0	4	0	1	0	84	0	0	105	1	195
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	27	0	18	8	749	0	0	883	25	1710
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	60.00%	0.00%	40.00%	1.06%	98.94%	0.00%	0.00%	97.25%	2.75%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	15	0	11	4	366	0	0	501	11	908
PEAK HR FACTOR :		0.000			0.542			0.907			0.895		0.938

CONTROL : 1-Way Stop (SB)

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

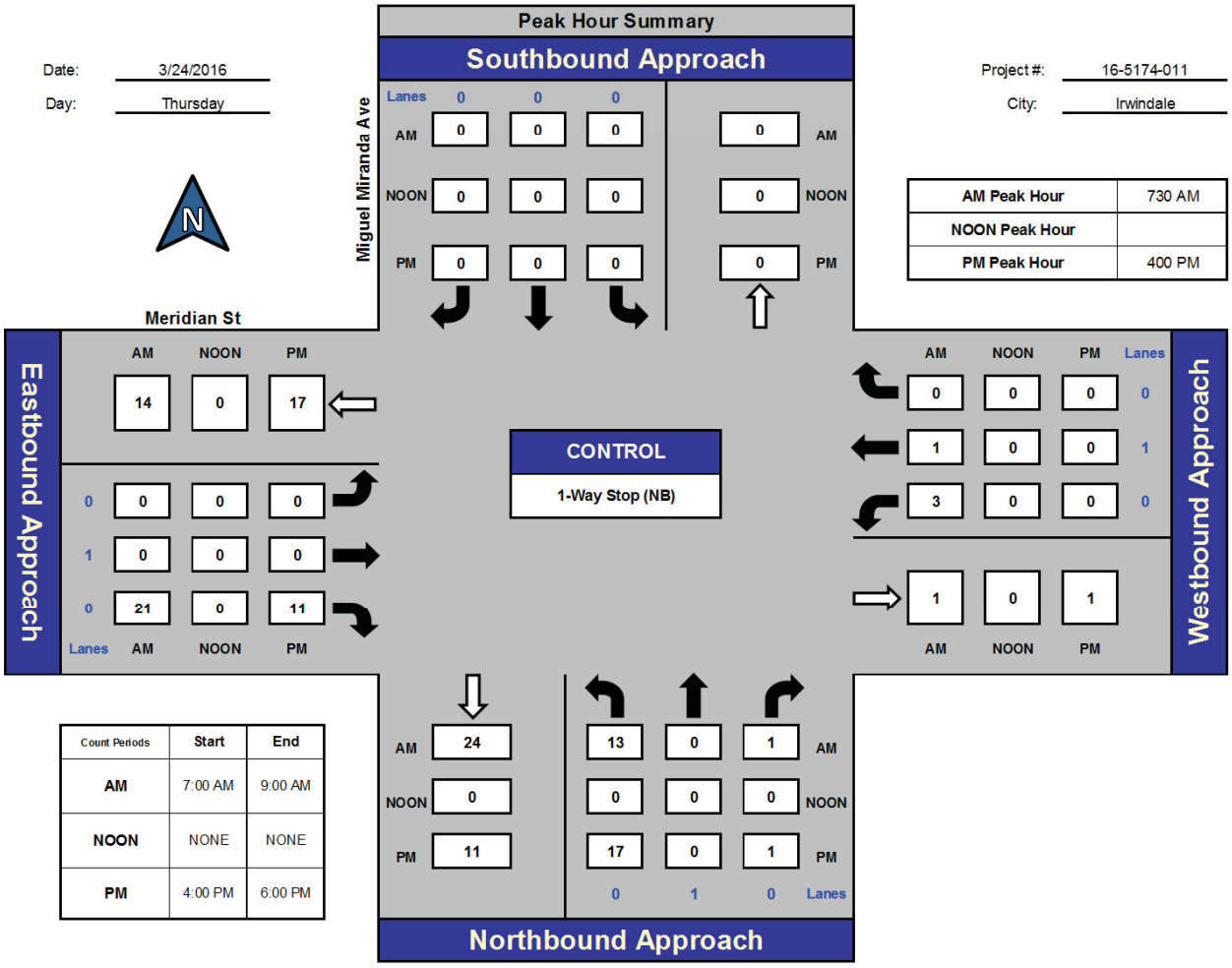
Miguel Miranda Ave and Meridian St , Irwindale

Date: 3/24/2016

Day: Thursday

Project #: 16-5174-011

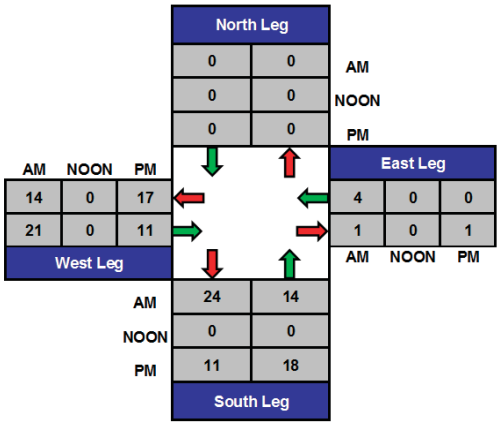
City: Irwindale



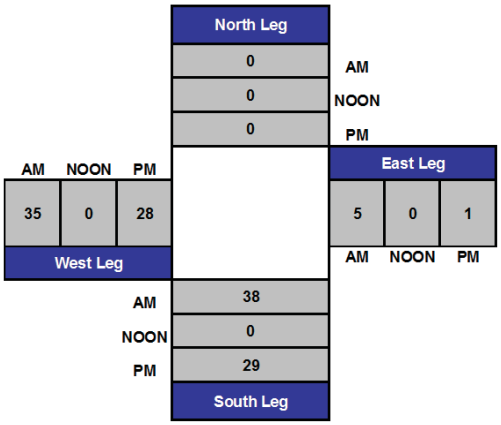
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-011

Day: Thursday

TOTALS

City: Irwindale

Date: 3/24/2016

AM

NS/EW Streets:	Miguel Miranda Ave			Miguel Miranda Ave			Meridian St			Meridian St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
7:00 AM	1	0	0	0	0	0	0	0	3	0	1	0	5
7:15 AM	1	0	0	0	0	0	0	0	4	0	0	0	5
7:30 AM	2	0	0	0	0	0	0	0	8	0	0	0	10
7:45 AM	1	0	1	0	0	0	0	0	7	1	0	0	10
8:00 AM	2	0	0	0	0	0	0	0	4	2	0	0	8
8:15 AM	8	0	0	0	0	0	0	0	2	0	1	0	11
8:30 AM	2	0	0	0	0	0	0	1	2	0	0	0	5
8:45 AM	2	0	0	0	0	0	0	0	2	0	1	0	5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	19	0	1	0	0	0	0	1	32	3	3	0	59
APPROACH %'s :	95.00%	0.00%	5.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	3.03%	96.97%	50.00%	50.00%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	13	0	1	0	0	0	0	0	21	3	1	0	39
PEAK HR FACTOR :		0.438			0.000			0.656			0.500		0.886

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5174-011

Day: Thursday

TOTALS

City: Irwindale

Date: 3/24/2016

PM

NS/EW Streets:	Miguel Miranda Ave			Miguel Miranda Ave			Meridian St			Meridian St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
4:00 PM	5	0	0	0	0	0	0	0	4	0	0	0	9
4:15 PM	1	0	0	0	0	0	0	0	3	0	0	0	4
4:30 PM	7	0	0	0	0	0	0	0	1	0	0	0	8
4:45 PM	4	0	1	0	0	0	0	0	3	0	0	0	8
5:00 PM	1	0	0	0	0	0	0	0	4	0	0	0	5
5:15 PM	1	0	0	0	0	0	0	0	3	0	0	0	4
5:30 PM	7	0	0	0	0	0	0	0	3	0	0	0	10
5:45 PM	1	0	0	0	0	0	0	0	5	0	0	0	6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	27	0	1	0	0	0	0	0	26	0	0	0	54
APPROACH %'s :	96.43%	0.00%	3.57%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	17	0	1	0	0	0	0	0	11	0	0	0	29
PEAK HR FACTOR :		0.643			0.000			0.688			0.000		0.806

CONTROL : 1-Way Stop (NB)

Prepared by NDS/ATD

VOLUME

Arrow Hwy Bet. Live Oak Ave & Avenida Barbosa

Day: Thursday
Date: 3/24/2016

City: Irwindale
Project #: CA16_5175_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,041	12,783	22,824

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			31		21		52		12:00			141		133		274	
00:15			13		16		29		12:15			106		139		245	
00:30			20		27		47		12:30			120		163		283	
00:45			10	74	22	86	32	160	12:45			159	526	140	575	299	1101
01:00			28		21		49		13:00			121		153		274	
01:15			14		11		25		13:15			116		153		269	
01:30			2		11		13		13:30			154		153		307	
01:45			17	61	19	62	36	123	13:45			147	538	155	614	302	1152
02:00			15		27		42		14:00			156		175		331	
02:15			11		28		39		14:15			147		167		314	
02:30			4		11		15		14:30			166		196		362	
02:45			10	40	11	77	21	117	14:45			143	612	168	706	311	1318
03:00			14		16		30		15:00			195		162		357	
03:15			15		19		34		15:15			168		138		306	
03:30			17		33		50		15:30			205		161		366	
03:45			18	64	27	95	45	159	15:45			217	785	148	609	365	1394
04:00			16		29		45		16:00			267		140		407	
04:15			30		41		71		16:15			190		155		345	
04:30			29		48		77		16:30			225		172		397	
04:45			43	118	69	187	112	305	16:45			200	882	167	634	367	1516
05:00			51		66		117		17:00			216		212		428	
05:15			55		86		141		17:15			223		236		459	
05:30			66		125		191		17:30			219		266		485	
05:45			63	235	190	467	253	702	17:45			237	895	271	985	508	1880
06:00			65		195		260		18:00			244		300		544	
06:15			85		225		310		18:15			216		258		474	
06:30			90		311		401		18:30			199		213		412	
06:45			111	351	346	1077	457	1428	18:45			153	812	168	939	321	1751
07:00			105		414		519		19:00			165		151		316	
07:15			135		453		588		19:15			137		124		261	
07:30			151		385		536		19:30			95		92		187	
07:45			180	571	316	1568	496	2139	19:45			110	507	83	450	193	957
08:00			149		270		419		20:00			85		81		166	
08:15			133		285		418		20:15			85		54		139	
08:30			157		228		385		20:30			71		56		127	
08:45			153	592	241	1024	394	1616	20:45			74	315	75	266	149	581
09:00			133		210		343		21:00			70		59		129	
09:15			142		175		317		21:15			82		67		149	
09:30			131		175		306		21:30			65		58		123	
09:45			110	516	159	719	269	1235	21:45			56	273	56	240	112	513
10:00			106		147		253		22:00			78		54		132	
10:15			104		152		256		22:15			51		35		86	
10:30			128		117		245		22:30			69		40		109	
10:45			96	434	134	550	230	984	22:45			49	247	28	157	77	404
11:00			113		165		278		23:00			34		34		68	
11:15			111		141		252		23:15			36		28		64	
11:30			135		136		271		23:30			20		35		55	
11:45			124	483	135	577	259	1060	23:45			20	110	22	119	42	229
TOTALS				3539		6489		**10028**	**TOTALS**				6502		6294		**12796**
SPLIT %				35.3%		64.7%		**43.9%**	**SPLIT %**				50.8%		49.2%		**56.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,041	12,783	22,824

AM Peak Hour			07:45	06:45	**07:00**	**PM Peak Hour**			17:15	17:30	**17:30**
AM Pk Volume			619	1598	**2139**	**PM Pk Volume**			923	1095	**2011**
Pk Hr Factor			0.860	0.882	**0.909**	**Pk Hr Factor**			0.946	0.913	**0.924**
7 - 9 Volume	0	0	1163	2592	**3755**	**4 - 6 Volume**	0	0	1777	1619	**3396**
7 - 9 Peak Hour			07:45	07:00	**07:00**	**4 - 6 Peak Hour**			17:00	17:00	**17:00**
7 - 9 Pk Volume	0	0	619	1568	**2139**	**4 - 6 Pk Volume**	0	0	895	985	**1880**
Pk Hr Factor	0.000	0.000	0.860	0.865	**0.909**	**Pk Hr Factor**	0.000	0.000	0.944	0.909	**0.925**

Prepared by NDS/ATD

VOLUME

Arrow Hwy Bet. Avenida Barbosa & I-605

Day: Thursday
Date: 3/24/2016

City: Irwindale
Project #: CA16_5175_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,144	13,679	23,823

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			22		15		37		12:00			129		150		279	
00:15			16		28		44		12:15			103		179		282	
00:30			21		12		33		12:30			121		179		300	
00:45			7	66	12	67	19	133	12:45			127	480	181	689	308	1169
01:00			22		11		33		13:00			104		187		291	
01:15			14		15		29		13:15			127		210		337	
01:30			6		15		21		13:30			146		177		323	
01:45			19	61	8	49	27	110	13:45			143	520	190	764	333	1284
02:00			15		9		24		14:00			186		166		352	
02:15			12		7		19		14:15			137		146		283	
02:30			8		11		19		14:30			183		201		384	
02:45			10	45	12	39	22	84	14:45			179	685	149	662	328	1347
03:00			11		14		25		15:00			199		185		384	
03:15			15		12		27		15:15			202		209		411	
03:30			26		22		48		15:30			216		168		384	
03:45			13	65	30	78	43	143	15:45			233	850	183	745	416	1595
04:00			26		26		52		16:00			261		150		411	
04:15			38		21		59		16:15			235		157		392	
04:30			33		55		88		16:30			233		161		394	
04:45			49	146	69	171	118	317	16:45			230	959	182	650	412	1609
05:00			53		49		102		17:00			325		165		490	
05:15			44		94		138		17:15			297		218		515	
05:30			60		136		196		17:30			290		236		526	
05:45			66	223	185	464	251	687	17:45			269	1181	271	890	540	2071
06:00			59		204		263		18:00			300		204		504	
06:15			57		281		338		18:15			249		162		411	
06:30			81		358		439		18:30			221		142		363	
06:45			114	311	439	1282	553	1593	18:45			184	954	133	641	317	1595
07:00			89		461		550		19:00			152		113		265	
07:15			107		577		684		19:15			143		91		234	
07:30			123		497		620		19:30			115		80		195	
07:45			139	458	454	1989	593	2447	19:45			101	511	110	394	211	905
08:00			116		368		484		20:00			103		72		175	
08:15			119		357		476		20:15			86		71		157	
08:30			127		288		415		20:30			68		72		140	
08:45			118	480	289	1302	407	1782	20:45			67	324	65	280	132	604
09:00			99		234		333		21:00			78		54		132	
09:15			107		214		321		21:15			78		68		146	
09:30			99		181		280		21:30			54		58		112	
09:45			88	393	166	795	254	1188	21:45			54	264	56	236	110	500
10:00			86		153		239		22:00			69		46		115	
10:15			99		154		253		22:15			50		35		85	
10:30			125		152		277		22:30			65		34		99	
10:45			104	414	158	617	262	1031	22:45			37	221	23	138	60	359
11:00			113		162		275		23:00			29		31		60	
11:15			100		133		233		23:15			38		22		60	
11:30			114		168		282		23:30			20		24		44	
11:45			100	427	182	645	282	1072	23:45			19	106	15	92	34	198
TOTALS				3089		7498		**10587**	**TOTALS**				7055		6181		**13236**
SPLIT %				29.2%		70.8%		**44.4%**	**SPLIT %**				53.3%		46.7%		**55.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,144	13,679	23,823

AM Peak Hour			07:45	07:00	**07:00**	**PM Peak Hour**			17:00	17:15	**17:15**
AM Pk Volume			501	1989	**2447**	**PM Pk Volume**			1181	929	**2085**
Pk Hr Factor			0.901	0.862	**0.894**	**Pk Hr Factor**			0.908	0.857	**0.965**
7 - 9 Volume	0	0	938	3291	**4229**	**4 - 6 Volume**	0	0	2140	1540	**3680**
7 - 9 Peak Hour			07:45	07:00	**07:00**	**4 - 6 Peak Hour**			17:00	17:00	**17:00**
7 - 9 Pk Volume	0	0	501	1989	**2447**	**4 - 6 Pk Volume**	0	0	1181	890	**2071**
Pk Hr Factor	0.000	0.000	0.901	0.862	**0.894**	**Pk Hr Factor**	0.000	0.000	0.908	0.821	**0.959**

Prepared by NDS/ATD

VOLUME

Avenida Barbosa Bet. Alpha St/Buena Vista St & Arrow Hwy

Day: Thursday
Date: 3/24/2016

City: Irwindale
Project #: CA16_5175_001

DAILY TOTALS	NB	SB	EB	WB	Total
	8,445	7,690	0	0	16,135

AM Period	NB		SB		EB		WB		TOTAL	
00:00	11		14						25	
00:15	20		13						33	
00:30	11		19						30	
00:45	13	55	17	63					30	118
01:00	4		19						23	
01:15	20		12						32	
01:30	5		12						17	
01:45	7	36	15	58					22	94
02:00	2		21						23	
02:15	3		24						27	
02:30	2		5						7	
02:45	6	13	9	59					15	72
03:00	9		8						17	
03:15	8		14						22	
03:30	11		27						38	
03:45	28	56	26	75					54	131
04:00	10		23						33	
04:15	10		32						42	
04:30	30		33						63	
04:45	35	85	41	129					76	214
05:00	32		32						64	
05:15	35		37						72	
05:30	68		51						119	
05:45	73	208	67	187					140	395
06:00	65		56						121	
06:15	122		40						162	
06:30	163		101						264	
06:45	216	566	132	329					348	895
07:00	149		67						216	
07:15	195		68						263	
07:30	209		71						280	
07:45	269	822	78	284					347	1106
08:00	196		74						270	
08:15	168		75						243	
08:30	153		82						235	
08:45	147	664	56	287					203	951
09:00	144		84						228	
09:15	160		91						251	
09:30	126		77						203	
09:45	94	524	74	326					168	850
10:00	91		58						149	
10:15	89		88						177	
10:30	121		79						200	
10:45	103	404	93	318					196	722
11:00	106		111						217	
11:15	78		73						151	
11:30	135		90						225	
11:45	197	516	125	399					322	915
TOTALS		3949		2514						**6463**
SPLIT %		61.1%		38.9%						**40.1%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	133		107						240	
12:15	150		104						254	
12:30	126		114						240	
12:45	161	570	83	408					244	978
13:00	137		93						230	
13:15	146		96						242	
13:30	130		107						237	
13:45	146	559	108	404					254	963
14:00	110		147						257	
14:15	116		111						227	
14:30	137		170						307	
14:45	130	493	180	608					310	1101
15:00	146		114						260	
15:15	127		107						234	
15:30	156		152						308	
15:45	156	585	149	522					305	1107
16:00	143		128						271	
16:15	125		167						292	
16:30	141		142						283	
16:45	143	552	190	627					333	1179
17:00	118		256						374	
17:15	121		198						319	
17:30	99		210						309	
17:45	127	465	158	822					285	1287
18:00	117		263						380	
18:15	104		237						341	
18:30	103		191						294	
18:45	100	424	171	862					271	1286
19:00	86		108						194	
19:15	75		118						193	
19:30	86		86						172	
19:45	56	303	59	371					115	674
20:00	48		62						110	
20:15	46		47						93	
20:30	48		29						77	
20:45	30	172	31	169					61	341
21:00	37		54						91	
21:15	49		41						90	
21:30	41		33						74	
21:45	30	157	30	158					60	315
22:00	47		41						88	
22:15	19		23						42	
22:30	33		31						64	
22:45	33	132	30	125					63	257
23:00	31		15						46	
23:15	25		49						74	
23:30	15		10						25	
23:45	13	84	26	100					39	184
TOTALS		4496		5176						**9672**
SPLIT %		46.5%		53.5%						**59.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	8,445	7,690	0	0	16,135

AM Peak Hour	07:15	11:45			**07:15**	**PM Peak Hour**	15:00	17:30			**16:45**
AM Pk Volume	869	450			**1160**	**PM Pk Volume**	585	868			**1335**
Pk Hr Factor	0.808	0.900			**0.836**	**Pk Hr Factor**	0.938	0.825			**0.892**
7 - 9 Volume	1486	571	0	0	**2057**	**4 - 6 Volume**	1017	1449	0	0	**2466**
7 - 9 Peak Hour	07:15	07:45			**07:15**	**4 - 6 Peak Hour**	16:00	16:45			**16:45**
7 - 9 Pk Volume	869	309	0	0	**1160**	**4 - 6 Pk Volume**	552	854	0	0	**1335**
Pk Hr Factor	0.808	0.942	0.000	0.000	**0.836**	**Pk Hr Factor**	0.965	0.834	0.000	0.000	**0.892**

Prepared by NDS/ATD

VOLUME

Buena Vista St Bet. Bateman Ave/Avenida Barbosa & Miguel Miranda Ave

Day: Thursday
Date: 3/24/2016

City: Irwindale
Project #: CA16_5175_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,067	3,546	8,613

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			6		6		12		12:00			59		59		118	
00:15			2		6		8		12:15			63		44		107	
00:30			9		7		16		12:30			59		39		98	
00:45			3	20	3	22	6	42	12:45			93	274	40	182	133	456
01:00			0		3		3		13:00			64		36		100	
01:15			2		2		4		13:15			65		51		116	
01:30			2		3		5		13:30			84		49		133	
01:45			0	4	5	13	5	17	13:45			58	271	63	199	121	470
02:00			0		4		4		14:00			75		64		139	
02:15			2		6		8		14:15			75		63		138	
02:30			1		1		2		14:30			126		63		189	
02:45			3	6	1	12	4	18	14:45			105	381	66	256	171	637
03:00			0		3		3		15:00			112		64		176	
03:15			0		0		0		15:15			83		60		143	
03:30			3		3		6		15:30			108		72		180	
03:45			5	8	1	7	6	15	15:45			134	437	83	279	217	716
04:00			3		8		11		16:00			103		91		194	
04:15			2		5		7		16:15			89		95		184	
04:30			3		10		13		16:30			111		95		206	
04:45			9	17	7	30	16	47	16:45			102	405	101	382	203	787
05:00			13		12		25		17:00			88		151		239	
05:15			14		13		27		17:15			93		127		220	
05:30			23		11		34		17:30			87		133		220	
05:45			37	87	16	52	53	139	17:45			86	354	106	517	192	871
06:00			38		12		50		18:00			90		106		196	
06:15			88		15		103		18:15			76		99		175	
06:30			98		23		121		18:30			79		76		155	
06:45			134	358	27	77	161	435	18:45			79	324	70	351	149	675
07:00			94		33		127		19:00			68		61		129	
07:15			128		40		168		19:15			60		48		108	
07:30			134		35		169		19:30			32		48		80	
07:45			168	524	44	152	212	676	19:45			39	199	35	192	74	391
08:00			141		49		190		20:00			39		27		66	
08:15			110		50		160		20:15			23		26		49	
08:30			103		46		149		20:30			25		19		44	
08:45			94	448	40	185	134	633	20:45			13	100	15	87	28	187
09:00			91		36		127		21:00			16		18		34	
09:15			80		40		120		21:15			20		15		35	
09:30			69		19		88		21:30			29		21		50	
09:45			43	283	33	128	76	411	21:45			14	79	14	68	28	147
10:00			48		22		70		22:00			30		13		43	
10:15			36		36		72		22:15			17		11		28	
10:30			52		31		83		22:30			16		13		29	
10:45			35	171	43	132	78	303	22:45			12	75	10	47	22	122
11:00			51		44		95		23:00			12		7		19	
11:15			53		32		85		23:15			10		5		15	
11:30			46		38		84		23:30			7		5		12	
11:45			54	204	41	155	95	359	23:45			9	38	4	21	13	59
TOTALS				2130		965		**3095**	**TOTALS**				2937		2581		**5518**
SPLIT %				68.8%		31.2%		**35.9%**	**SPLIT %**				53.2%		46.8%		**64.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,067	3,546	8,613

AM Peak Hour			07:15	07:45	**07:15**	**PM Peak Hour**			15:00	17:00	**16:45**
AM Pk Volume			571	189	**739**	**PM Pk Volume**			437	517	**882**
Pk Hr Factor			0.850	0.945	**0.871**	**Pk Hr Factor**			0.815	0.856	**0.923**
7 - 9 Volume	0	0	972	337	**1309**	**4 - 6 Volume**	0	0	759	899	**1658**
7 - 9 Peak Hour			07:15	07:45	**07:15**	**4 - 6 Peak Hour**			16:00	17:00	**16:45**
7 - 9 Pk Volume	0	0	571	189	**739**	**4 - 6 Pk Volume**	0	0	405	517	**882**
Pk Hr Factor	0.000	0.000	0.850	0.945	**0.871**	**Pk Hr Factor**	0.000	0.000	0.912	0.856	**0.923**

Prepared by NDS/ATD

VOLUME

Live Oak Ave Bet. Arrow Hwy & Speedway Dr

Day: Thursday
Date: 3/24/2016

City: Irwindale
Project #: CA16_5175_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	17,144	14,058	31,202

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			30		39		69		12:00			173		208		381	
00:15			29		28		57		12:15			199		226		425	
00:30			33		28		61		12:30			181		204		385	
00:45			35	127	19	114	54	241	12:45			205	758	222	860	427	1618
01:00			28		24		52		13:00			164		156		320	
01:15			20		15		35		13:15			183		201		384	
01:30			20		22		42		13:30			212		224		436	
01:45			30	98	28	89	58	187	13:45			164	723	266	847	430	1570
02:00			30		19		49		14:00			230		250		480	
02:15			36		14		50		14:15			252		217		469	
02:30			18		12		30		14:30			290		191		481	
02:45			28	112	19	64	47	176	14:45			268	1040	204	862	472	1902
03:00			23		32		55		15:00			273		193		466	
03:15			27		21		48		15:15			282		174		456	
03:30			37		21		58		15:30			330		177		507	
03:45			41	128	23	97	64	225	15:45			329	1214	213	757	542	1971
04:00			48		15		63		16:00			462		185		647	
04:15			51		31		82		16:15			497		208		705	
04:30			75		41		116		16:30			558		223		781	
04:45			84	258	74	161	158	419	16:45			543	2060	218	834	761	2894
05:00			93		76		169		17:00			625		222		847	
05:15			108		70		178		17:15			579		237		816	
05:30			143		81		224		17:30			581		227		808	
05:45			162	506	164	391	326	897	17:45			614	2399	229	915	843	3314
06:00			134		142		276		18:00			440		231		671	
06:15			130		209		339		18:15			427		202		629	
06:30			151		231		382		18:30			373		214		587	
06:45			144	559	243	825	387	1384	18:45			287	1527	190	837	477	2364
07:00			156		288		444		19:00			223		180		403	
07:15			172		335		507		19:15			252		170		422	
07:30			185		295		480		19:30			204		106		310	
07:45			207	720	267	1185	474	1905	19:45			189	868	123	579	312	1447
08:00			187		275		462		20:00			153		102		255	
08:15			229		261		490		20:15			140		95		235	
08:30			213		230		443		20:30			119		117		236	
08:45			219	848	239	1005	458	1853	20:45			94	506	121	435	215	941
09:00			164		201		365		21:00			71		131		202	
09:15			157		196		353		21:15			94		134		228	
09:30			174		230		404		21:30			100		125		225	
09:45			164	659	161	788	325	1447	21:45			70	335	118	508	188	843
10:00			162		161		323		22:00			84		120		204	
10:15			176		143		319		22:15			55		93		148	
10:30			150		159		309		22:30			58		98		156	
10:45			147	635	127	590	274	1225	22:45			63	260	71	382	134	642
11:00			175		160		335		23:00			57		54		111	
11:15			143		161		304		23:15			36		56		92	
11:30			169		199		368		23:30			31		42		73	
11:45			158	645	220	740	378	1385	23:45			35	159	41	193	76	352
TOTALS				5295		6049		11344	TOTALS				11849		8009		19858
SPLIT %				46.7%		53.3%		36.4%	SPLIT %				59.7%		40.3%		63.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	17,144	14,058	31,202

AM Peak Hour			08:00	07:00	07:15	PM Peak Hour			17:00	13:30	17:00
AM Pk Volume			848	1185	1923	PM Pk Volume			2399	957	3314
Pk Hr Factor			0.926	0.884	0.948	Pk Hr Factor			0.960	0.899	0.978
7 - 9 Volume	0	0	1568	2190	3758	4 - 6 Volume	0	0	4459	1749	6208
7 - 9 Peak Hour			08:00	07:00	07:15	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	848	1185	1923	4 - 6 Pk Volume	0	0	2399	915	3314
Pk Hr Factor	0.000	0.000	0.926	0.884	0.948	Pk Hr Factor	0.000	0.000	0.960	0.965	0.978

APPENDIX B

EXISTING TRAFFIC CONDITIONS (YEAR 2016)
LOS ANALYSIS WORKSHEETS

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

Intersection #1 [AM Peak]

Average Delay (sec/veh): 23.1 Worst Case Level Of Service: F[72.7]

Street Name:	I-605 NB Off Ramp									Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0 0	0	0 0	0	0	0 1	0	0	0 0	0	0	2 0	0		
Volume Module:AM Peak															
Base Vol:	0	0	0	0	0	533	0	0	0	0	1146	0			
Growth Adj:	1.00	1.00	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	533	0	0	0	0	1146	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	0	533	0	0	0	0	1146	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	0	0	533	0	0	0	0	1146	0			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	573	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	523	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	523	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	1.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	14.8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	72.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	F	*	*	*	*	*	*			
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			72.7			xxxxxx			xxxxxx					
ApproachLOS:	*			F			*			*					

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

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

Intersection #2 Exisitng Traffic Condition [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	I-605 SB On Ramp						Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module:AM Peak												
Base Vol:	0	0	0	0	0	0	0	244	465	541	1209	0
Growth Adj:	1.00	1.00	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	244	465	541	1209	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	244	0	541	1209	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	244	0	541	1209	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	244	0	541	1209	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.34	0.38	0.00
Crit Moves:								****		****		

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

Intersection #3 Exisitng Traffic Condition [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.468
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Speedway Dr						Live Oak Ave					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:AM Peak												
Base Vol:	2	0	1	0	0	0	0	754	1	3	1177	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	1	0	0	0	0	754	1	3	1177	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	1	0	0	0	0	754	1	3	1177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	1	0	0	0	0	754	1	3	1177	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
FinalVolume:	2	0	1	0	0	0	0	754	1	3	1177	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.99	0.01	1.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	4794	6	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.00	0.37	0.00
Crit Moves:	****										****	

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

Intersection #4 [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	170	Level Of Service:	D

Street Name:	Live Oak Ave						Arrow Hwy					
Approach:	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			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0	0 1		0 0 0	0 0		0 0 2	0 1		2 0	2 0	0
Volume Module:AM Peak												
Base Vol:	968	0	180	0	0	0	0	389	578	97	1467	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	968	0	180	0	0	0	0	389	578	97	1467	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	968	0	180	0	0	0	0	389	0	97	1467	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	968	0	180	0	0	0	0	389	0	97	1467	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	968	0	180	0	0	0	0	389	0	97	1467	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	3200	1600	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.11	0.00	0.00	0.00	0.00	0.12	0.00	0.03	0.46	0.00
Crit Moves:	****										****	

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

Intersection #5 Exisitng Traffic Condition [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Avenida Barbosa						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:AM Peak												
Base Vol:	0	0	0	151	0	148	239	308	0	0	1410	583
Growth Adj:	1.00	1.00	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	151	0	148	239	308	0	0	1410	583
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	151	0	148	239	308	0	0	1410	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	151	0	148	239	308	0	0	1410	583
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	151	0	148	239	308	0	0	1410	583
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.09	0.15	0.10	0.00	0.00	0.44	0.36
Crit Moves:						****	****				****	

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

Intersection #6 Exisitng Traffic Condition [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	0	0	3	0	2	0
Volume Module:AM Peak												
Base Vol:	0	0	0	391	0	515	0	456	0	0	1468	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	391	0	515	0	456	0	0	1468	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	391	0	0	0	456	0	0	1468	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	391	0	0	0	456	0	0	1468	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	391	0	0	0	456	0	0	1468	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.10	0.00	0.00	0.46	0.00
Crit Moves:				****			****				****	

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

Intersection #7 [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Bateman Ave/Avenida Barbosa						Alpha St/Buena Vista Ave					
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:	0 1	0	0 2	0	0 1!	0 0	1	0 1	1 0	2	0 0	1 0
Volume Module:AM												
Base Vol:	44	232	562	5	119	5	1	4	10	148	8	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	232	562	5	119	5	1	4	10	148	8	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	232	562	5	119	5	1	4	10	148	8	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	232	562	5	119	5	1	4	10	148	8	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
FinalVolume:	44	232	562	5	119	5	1	4	10	148	8	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.84	2.00	0.04	0.92	0.04	1.00	1.00	1.00	2.00	0.42	0.58
Final Sat.:	255	1345	3200	62	1476	62	1600	1600	1600	3200	674	926
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.18	0.08	0.08	0.08	0.00	0.00	0.01	0.05	0.01	0.01
Crit Moves:			****	****					****	****		

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

Intersection #8 Exisitng Traffic Condition [AM Peak]

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: B[10.1]

Street Name:	Bateman Ave						Meridian St					
Approach:	North Bound			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:AM Peak												
Base Vol:	198	0	2	0	0	0	0	22	128	1	5	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	0	2	0	0	0	0	22	128	1	5	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	0	2	0	0	0	0	22	128	1	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	198	0	2	0	0	0	0	22	128	1	5	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	93	93	86	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	xxxx	xxxxx
Potent Cap.:	912	801	978	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1444	xxxx	xxxxx
Move Cap.:	911	800	978	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1444	xxxx	xxxxx
Volume/Cap:	0.22	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	912	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

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

Intersection #9 [AM Peak]

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[11.4]

Street Name:	Miguel Miranda Ave									Buena Vista Ave								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Rights:	Include			Include			Include			Include								
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:AM																				
Base Vol:	0	0	0	22	0	8	12	543	0	0	172	14								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	22	0	8	12	543	0	0	172	14								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	22	0	8	12	543	0	0	172	14								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	22	0	8	12	543	0	0	172	14								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	475	746	93	186	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	524	344	952	1401	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	521	341	952	1401	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	592	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			11.4			xxxxxx			xxxxxx										
ApproachLOS:	*			B			*			*										

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

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

Intersection #10 [AM Peak]

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[8.6]

Street Name:	Miguel Miranda Ave						Meridian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	0	1	0 1 0	0	0
Volume Module:AM Peak												
Base Vol:	13	0	1	0	0	0	0	0	21	3	1	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	0	1	0	0	0	0	0	21	3	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	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	1	0	0	0	0	0	21	3	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	0	1	0	0	0	0	0	21	3	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	7	7	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx
Potent Cap.:	1019	892	900	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Move Cap.:	1018	890	900	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	xxxx	1008	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

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

Intersection #1 Exisitng Traffic Condition [PM Peak]

Average Delay (sec/veh): 27.0 Worst Case Level Of Service: F[68.8]

Street Name:	I-605 NB Off Ramp									Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0 0	0	0 0	0 0	0	1	0 0	0	0	0 0	2	0 0			
Volume Module:PM Peak															
Base Vol:	0	0	0	0	0	609	0	0	0	0	944	0			
Growth Adj:	1.00	1.00	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	609	0	0	0	0	944	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	0	609	0	0	0	0	944	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	0	0	609	0	0	0	0	944	0			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	472	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	596	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	596	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	1.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	15.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	68.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	F	*	*	*	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			68.8			xxxxxx			xxxxxx					
ApproachLOS:	*			F			*			*					

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

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

Intersection #2 Exisitng Traffic Condition [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	I-605 SB On Ramp						Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module:PM Peak												
Base Vol:	0	0	0	0	0	0	0	1204	1143	524	1019	0
Growth Adj:	1.00	1.00	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	1204	1143	524	1019	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1204	0	524	1019	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1204	0	524	1019	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1204	0	524	1019	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.33	0.32	0.00
Crit Moves:								****		****		

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

Intersection #3 Exisitng Traffic Condition [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Speedway Dr						Live Oak Ave					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0	0	0 2	1 0	1	0 2	0 0
Volume Module:PM Peak												
Base Vol:	7	0	9	0	0	0	0	2331	69	116	913	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	9	0	0	0	0	2331	69	116	913	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	9	0	0	0	0	2331	69	116	913	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	9	0	0	0	0	2331	69	116	913	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
FinalVolume:	7	0	9	0	0	0	0	2331	69	116	913	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.91	0.09	1.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	4662	138	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.50	0.50	0.07	0.29	0.00
Crit Moves:			****					****		****		

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

Intersection #4 Exisitng Traffic Condition [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Live Oak Ave						Arrow Hwy					
Approach:	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			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0	0 1		0 0 0	0 0		0 0 2	0 1		2 0	2 0	0
Volume Module:PM												
Base Vol:	776	0	101	0	0	0	0	804	2148	250	735	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	776	0	101	0	0	0	0	804	2148	250	735	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	776	0	0	0	0	0	0	804	0	250	735	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	776	0	0	0	0	0	0	804	0	250	735	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	776	0	0	0	0	0	0	804	0	250	735	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	3200	1600	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.08	0.23	0.00
Crit Moves:	****							****		****		

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

Intersection #5 Exisitng Traffic Condition [PM Peak]

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

Street Name:	Avenida Barbosa						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:PM Peak												
Base Vol:	0	0	0	490	0	331	237	674	0	0	665	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	490	0	331	237	674	0	0	665	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	490	0	331	237	674	0	0	665	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	490	0	331	237	674	0	0	665	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	490	0	331	237	674	0	0	665	227
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.21	0.15	0.21	0.00	0.00	0.21	0.14
Crit Moves:						****	****				****	

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

Intersection #6 Exisitng Traffic Condition [PM Peak]

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

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 0	3	0 0	0 0	2	0 0
Volume Module:PM Peak												
Base Vol:	0	0	0	185	0	461	0	1180	0	0	435	0
Growth Adj:	1.00	1.00	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	185	0	461	0	1180	0	0	435	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	185	0	0	0	1180	0	0	435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	0	0	1180	0	0	435	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	185	0	0	0	1180	0	0	435	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.25	0.00	0.00	0.14	0.00
Crit Moves:				****				****		****		

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

****

Intersection #7 Exisitng Traffic Condition [PM Peak]

****

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

****

Street Name:	Bateman Ave/Avenida Barbosa						Alpha St/Buena Vista Ave					
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:	0 1	0	0 2	0	0 1!	0 0	1	0 1	1 0	2	0 0	1 0
Volume Module:PM												
Base Vol:	18	126	343	14	258	5	2	12	74	497	10	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:	18	126	343	14	258	5	2	12	74	497	10	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:	18	126	343	14	258	5	2	12	74	497	10	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	126	343	14	258	5	2	12	74	497	10	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
FinalVolume:	18	126	343	14	258	5	2	12	74	497	10	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.88	2.00	0.05	0.93	0.02	1.00	1.00	1.00	2.00	0.48	0.52
Final Sat.:	200	1400	3200	81	1490	29	1600	1600	1600	3200	762	838
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.11	0.17	0.17	0.17	0.00	0.01	0.05	0.16	0.01	0.01
Crit Moves:			****		****				****	****		

****

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

Intersection #8 Exisitng Traffic Condition [PM Peak]

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[10.1]

Street Name:	Bateman Ave						Meridian St					
Approach:	North Bound			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:PM Peak												
Base Vol:	152	0	2	0	0	0	0	14	234	1	10	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	0	2	0	0	0	0	14	234	1	10	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	0	2	0	0	0	0	14	234	1	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	152	0	2	0	0	0	0	14	234	1	10	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	143	143	131	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	248	xxxx	xxxxx
Potent Cap.:	854	752	924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1330	xxxx	xxxxx
Move Cap.:	854	751	924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1330	xxxx	xxxxx
Volume/Cap:	0.18	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	855	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

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

Intersection #9 Exisitng Traffic Condition [PM Peak]

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

Street Name:	Miguel Miranda Ave						Buena Vista Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:PM												
Base Vol:	0	0	0	15	0	11	4	366	0	0	501	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	15	0	11	4	366	0	0	501	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	15	0	11	4	366	0	0	501	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	15	0	11	4	366	0	0	501	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	698	881	256	512	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	379	288	749	1064	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	378	287	749	1064	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	478	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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

Intersection #10 Exisitng Traffic Condition [PM Peak]

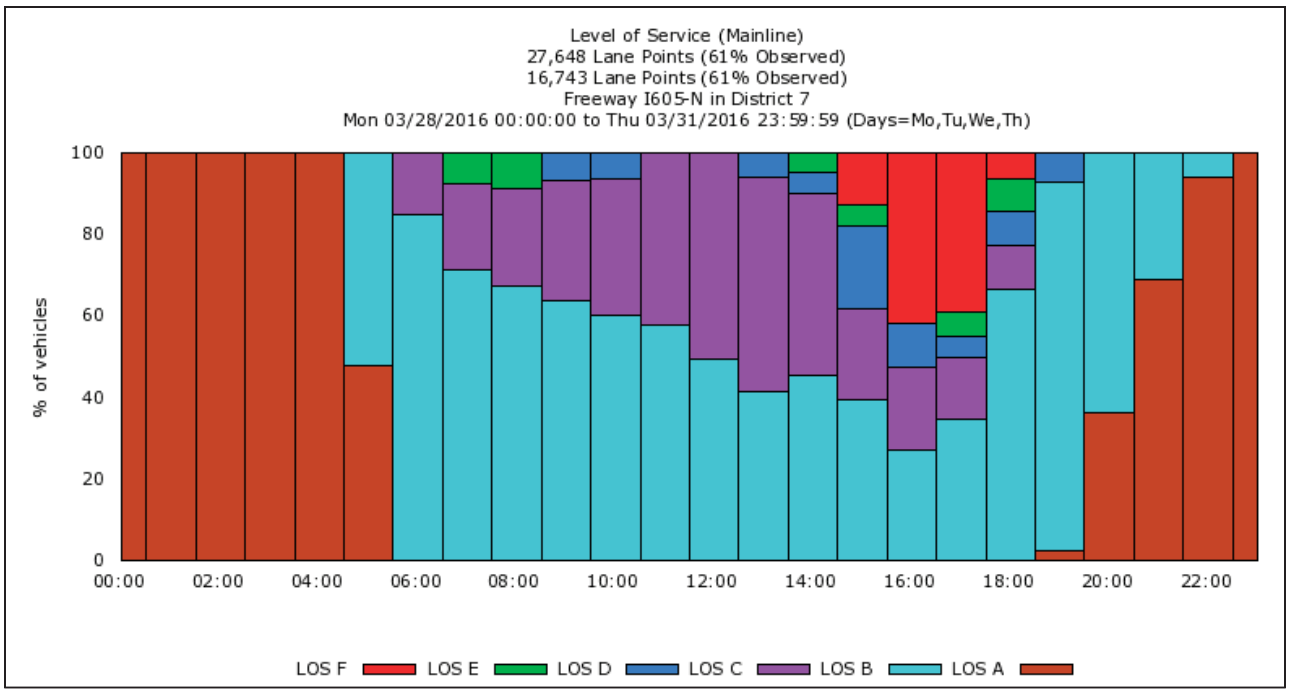
Average Delay (sec/veh): 5.6 Worst Case Level Of Service: A[9.1]

Street Name:	Meridian Ave						Miguel Miranda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!		0 0	0 0 0		0 0	0 0 0		1	0 1	0 0	0
Volume Module: PM Peak												
Base Vol:	17	0	1	0	0	0	0	0	11	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	1	0	0	0	0	0	11	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	1	0	0	0	0	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	0	1	0	0	0	0	0	11	0	0	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	0	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	900	900	900	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	900	900	900	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	xxxx	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

APPENDIX C

CALTRANS PEMS REPORTS


Level of Service (Mainline)
27,648 Lane Points (61% Observed)
16,743 Lane Points (61% Observed)
Freeway I605-N in District 7
Mon 03/28/2016 00:00:00 to Thu 03/31/2016 23:59:59 (Days=Mo,Tu,We,Th)
% of vehicles
100
80
60
40
20
0
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
LOS F
LOS E
LOS D
LOS C
LOS B
LOS A

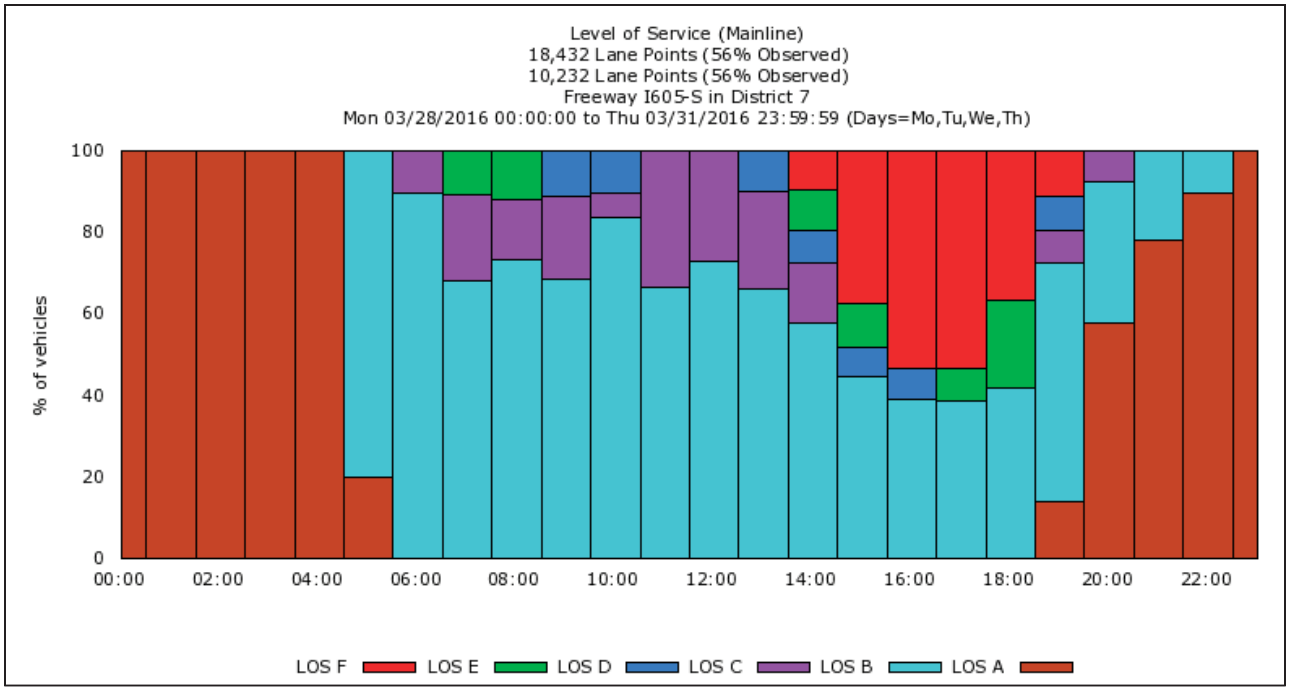
Time	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	# Lane Points	% Observed
00:00	100.00	0.00	0.00	0	0.0	0.0	1,152	61.5
01:00	100.00	0.00	0.00	0	0.0	0.0	1,152	61.5
02:00	100.00	0.00	0.00	0	0.0	0.0	1,152	61.5
03:00	100.00	0.00	0.00	0	0.0	0.0	1,152	61.5
04:00	100.00	0.00	0.00	0	0.0	0.0	1,152	61.4
05:00	47.80	52.20	0.00	0	0.0	0.0	1,152	61.5
06:00	0.00	84.68	15.33	0	0.0	0.0	1,152	61.5
07:00	0.00	71.43	21.08	0	7.5	0.0	1,152	61.5
08:00	0.00	67.35	24.08	0	8.6	0.0	1,152	61.5
09:00	0.00	63.93	29.23	7	0.0	0.0	1,152	61.5
10:00	0.00	60.15	33.60	6	0.0	0.0	1,152	61.5
11:00	0.00	57.93	42.08	0	0.0	0.0	1,152	61.5
12:00	0.00	49.53	50.48	0	0.0	0.0	1,152	56.6
13:00	0.00	41.58	52.50	6	0.0	0.0	1,152	61.5
14:00	0.00	45.30	44.60	5	4.7	0.0	1,152	61.5
15:00	0.00	39.38	22.53	20	5.2	12.9	1,152	61.5
16:00	0.00	27.03	20.45	11	0.0	42.0	1,152	61.5
17:00	0.00	34.53	15.13	5	6.1	39.1	1,152	60.9
18:00	0.00	66.65	10.75	8	8.0	6.3	1,152	61.0
19:00	2.43	90.35	0.00	7	0.0	0.0	1,152	61.5
20:00	36.15	63.85	0.00	0	0.0	0.0	1,152	61.5
21:00	68.95	31.05	0.00	0	0.0	0.0	1,152	61.5
22:00	94.03	5.98	0.00	0	0.0	0.0	1,152	61.5
23:00	100.00	0.00	0.00	0	0.0	0.0	1,152	45.8

PeMS Report Description

Report	Level of Service>Time of Day
Report link	http://pems.dot.ca.gov/?report_form=1&dnode=Freeway&content=los&tab=los_tod&fwy=605&dir=N&district_id=7&s_time_id=1459123200&s_time_id_f=03%2F28%2F2016&e_time_id=1459468740&e_time_id_f=03%2F31%2F2016&dow_1=on&dow_2=on&dow_3=on&dow_4=on&los_f=&los_l=A&station_type=ML&start_pm=24.4&end_pm=26.6
Report generated	01/27/2017 16:44
PeMS version	caltrans_pems-15.1.0

Report Parameters

Parameter	Value
Data	27,648 Lane Points
Data Quality	60.6% Observed
Segment Type	Freeway
Segment Name	I605-N
Absolute PM Start	24.4
Absolute PM End	26.6
start date	03/28/2016 00:00:00
end date	03/31/2016 23:59:59


Level of Service (Mainline)
18,432 Lane Points (56% Observed)
10,232 Lane Points (56% Observed)
Freeway I605-S in District 7
Mon 03/28/2016 00:00:00 to Thu 03/31/2016 23:59:59 (Days=Mo,Tu,We,Th)
% of vehicles
100
80
60
40
20
0
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
LOS F
LOS E
LOS D
LOS C
LOS B
LOS A

Time	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F	# Lane Points	% Observed
00:00	100.00	0.00	0.00	0	0.0	0.0	768	56.3
01:00	100.00	0.00	0.00	0	0.0	0.0	768	56.3
02:00	100.00	0.00	0.00	0	0.0	0.0	768	56.3
03:00	100.00	0.00	0.00	0	0.0	0.0	768	56.3
04:00	100.00	0.00	0.00	0	0.0	0.0	768	56.3
05:00	20.05	79.95	0.00	0	0.0	0.0	768	56.3
06:00	0.00	89.80	10.20	0	0.0	0.0	768	56.3
07:00	0.00	68.23	21.03	0	10.7	0.0	768	56.3
08:00	0.00	73.30	14.70	0	12.0	0.0	768	56.3
09:00	0.00	68.65	20.35	11	0.0	0.0	768	56.3
10:00	0.00	83.50	6.13	10	0.0	0.0	768	56.3
11:00	0.00	66.60	33.40	0	0.0	0.0	768	56.3
12:00	0.00	72.80	27.20	0	0.0	0.0	768	52.6
13:00	0.00	66.28	23.70	10	0.0	0.0	768	56.3
14:00	0.00	57.93	14.58	8	9.8	9.7	768	56.3
15:00	0.00	44.68	0.00	7	10.6	37.5	768	56.3
16:00	0.00	38.95	0.00	8	0.0	53.4	768	56.3
17:00	0.00	38.63	0.00	0	8.0	53.4	768	56.3
18:00	0.00	42.03	0.00	0	21.2	36.8	768	56.3
19:00	13.75	58.95	7.95	8	0.0	11.0	768	56.3
20:00	57.85	34.65	7.50	0	0.0	0.0	768	56.3
21:00	78.00	22.00	0.00	0	0.0	0.0	768	56.3
22:00	89.68	10.33	0.00	0	0.0	0.0	768	56.3
23:00	100.00	0.00	0.00	0	0.0	0.0	768	42.2

PeMS Report Description

Report	Level of Service>Time of Day
Report link	http://pems.dot.ca.gov/?report_form=1&dnode=Freeway&content=los&tab=los_tod&fwy=605&dir=S&district_id=7&s_time_id=1459123200&s_time_id_f=03%2F28%2F2016&e_time_id=1459468740&e_time_id_f=03%2F31%2F2016&dow_1=on&dow_2=on&dow_3=on&dow_4=on&los_f=&los_l=A&station_type=ML&start_pm=24.4&end_pm=26.6
Report generated	01/27/2017 14:36
PeMS version	caltrans_pems-15.1.0

Report Parameters

Parameter	Value
Data	18,432 Lane Points
Data Quality	55.5% Observed
Segment Type	Freeway
Segment Name	I605-S
Absolute PM Start	24.4
Absolute PM End	26.6
start date	03/28/2016 00:00:00
end date	03/31/2016 23:59:59

APPENDIX D

EXISTING PLUS PROJECT (NEW ACCESS ROAD WEST) TRAFFIC CONDITIONS (YEAR 2016) LOS ANALYSIS WORKSHEETS

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

Intersection #1 Existing Traffic Condition + Project_West [AM Peak]

Average Delay (sec/veh): 25.3 Worst Case Level Of Service: F[78.6]

Street Name:	I-605 NB Off Ramp									Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0 0	0	0 0	0	0	0 1	0	0	0 0	0	0	2 0	0		
Volume Module:AM Peak															
Base Vol:	0	0	0	0	0	544	0	0	0	0	1146	0			
Growth Adj:	1.00	1.00	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	544	0	0	0	0	1146	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	0	544	0	0	0	0	1146	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	0	0	544	0	0	0	0	1146	0			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	573	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	523	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	523	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	1.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	15.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	78.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	F	*	*	*	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			78.6			xxxxxx			xxxxxx					
ApproachLOS:	*			F			*			*					

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

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

Intersection #2 Existing Traffic Condition + Project_West [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	I-605 SB On Ramp						Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module:AM Peak												
Base Vol:	0	0	0	0	0	0	0	244	475	541	1220	0
Growth Adj:	1.00	1.00	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	244	475	541	1220	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	244	0	541	1220	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	244	0	541	1220	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	244	0	541	1220	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.34	0.38	0.00
Crit Moves:								****		****		

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

Intersection #3 Existing Traffic Condition + Project_West [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Speedway Dr						Live Oak Ave					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:AM Peak												
Base Vol:	2	0	1	0	0	0	0	764	1	3	1188	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	1	0	0	0	0	764	1	3	1188	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	1	0	0	0	0	764	1	3	1188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	1	0	0	0	0	764	1	3	1188	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
FinalVolume:	2	0	1	0	0	0	0	764	1	3	1188	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.99	0.01	1.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	4794	6	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.00	0.37	0.00
Crit Moves:	****										****	

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

Intersection #4 Existing Traffic Condition + Project_West [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	170	Level Of Service:	D

Street Name:	Live Oak Ave						Arrow Hwy					
Approach:	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			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	2	0	2 0 0
Volume Module:AM Peak												
Base Vol:	968	0	191	0	0	0	0	389	578	107	1467	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	968	0	191	0	0	0	0	389	578	107	1467	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	968	0	0	0	0	0	0	389	0	107	1467	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	968	0	0	0	0	0	0	389	0	107	1467	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	968	0	0	0	0	0	0	389	0	107	1467	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	3200	1600	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.03	0.46	0.00
Crit Moves:	****										****	

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

Intersection #5 Existing Traffic Condition + Project_West [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Avenida Barbosa						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:AM Peak												
Base Vol:	0	0	0	241	0	158	250	308	0	0	1410	678
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	241	0	158	250	308	0	0	1410	678
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	241	0	158	250	308	0	0	1410	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	158	250	308	0	0	1410	678
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	241	0	158	250	308	0	0	1410	678
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.10	0.16	0.10	0.00	0.00	0.44	0.42
Crit Moves:						****	****				****	

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

Intersection #6 Existing Traffic Condition + Project_West [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	3	0	0	2	0
Volume Module:AM Peak												
Base Vol:	0	0	0	391	0	610	0	546	0	0	1468	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	391	0	610	0	546	0	0	1468	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	391	0	0	0	546	0	0	1468	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	391	0	0	0	546	0	0	1468	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	391	0	0	0	546	0	0	1468	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.11	0.00	0.00	0.46	0.00
Crit Moves:				****			****				****	

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

Intersection #7 Existing Traffic Condition + Project_West [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Bateman Ave/Avenida Barbosa						Alpha St/Buena Vista Ave					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 2	0	0	1! 0	0	1	0 1	1	0	2 0
Volume Module:AM												
Base Vol:	44	232	667	5	119	5	1	4	10	248	8	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	232	667	5	119	5	1	4	10	248	8	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	232	667	5	119	5	1	4	10	248	8	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	232	667	5	119	5	1	4	10	248	8	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
FinalVolume:	44	232	667	5	119	5	1	4	10	248	8	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.84	2.00	0.04	0.92	0.04	1.00	1.00	1.00	2.00	0.42	0.58
Final Sat.:	255	1345	3200	62	1476	62	1600	1600	1600	3200	674	926
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.21	0.08	0.08	0.08	0.00	0.00	0.01	0.08	0.01	0.01
Crit Moves:			****	****					****	****		

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

Intersection #8 Existing Traffic Condition + Project_West [AM Peak]

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: B[10.1]

Street Name:	Bateman Ave									Meridian St								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Volume Module:AM Peak																				
Base Vol:	198	0	2	0	0	0	0	22	128	1	5	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	0	2	0	0	0	0	22	128	1	5	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	0	2	0	0	0	0	22	128	1	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	198	0	2	0	0	0	0	22	128	1	5	0
Critical Gap Module:																				
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:																				
Cnflict Vol:	93	93	86	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	xxxx	xxxxx
Potent Cap.:	912	801	978	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1444	xxxx	xxxxx
Move Cap.:	911	800	978	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1444	xxxx	xxxxx
Volume/Cap:	0.22	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	912	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	10.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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

Intersection #9 Existing Traffic Condition + Project_West [AM Peak]

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[11.4]

Street Name:	Miguel Miranda Ave								Buena Vista Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:AM																
Base Vol:	0	0	0		22	0	8		12	543	0		0	172	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		22	0	8		12	543	0		0	172	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		22	0	8		12	543	0		0	172	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		22	0	8		12	543	0		0	172	14	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		475	746	93		186	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		524	344	952		1401	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		521	341	952		1401	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.04	0.00	0.01		0.01	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	592	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	11.4	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	B	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				11.4				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

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

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

Intersection #10 Existing Traffic Condition + Project_West [AM Peak]

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.7]

Street Name:	Miguel Miranda Ave									Meridian St								
Approach:	North Bound			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:AM Peak																				
Base Vol:	13	0	1	0	0	0	0	105	21		3	101	0							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
Initial Bse:	13	0	1	0	0	0	0	105	21		3	101	0							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
PHF Volume:	13	0	1	0	0	0	0	105	21		3	101	0							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
FinalVolume:	13	0	1	0	0	0	0	105	21		3	101	0							
Critical Gap Module:																				
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	223	223	116	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		126	xxxx	xxxxx							
Potent Cap.:	770	680	942	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1473	xxxx	xxxxx							
Move Cap.:	769	678	942	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1473	xxxx	xxxxx							
Volume/Cap:	0.02	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.4	xxxx	xxxxx							
LOS by Move:	*	*	*	*	*	*	*	*	*		A	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	779	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx							
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.4	xxxx	xxxxx							
Shared LOS:	*	A	*	*	*	*	*	*	*		A	*	*							
ApproachDel:	9.7			xxxxxx			xxxxxx				xxxxxx									
ApproachLOS:	A			*			*				*									

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

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

Intersection #11 Existing Traffic Condition + Project_West [AM Peak]

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[9.0]

Street Name:	New Access Road West								Buena Vista Ave					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled				
Rights:	Include			Include			Include			Include				
Lanes:	0 0	0	0 0	0	0	0 0 1	1	0	2 0 0	0	0	2 1 0		
Volume Module:AM Peak														
Base Vol:	0	0	0	0	0	100	105	571	0	0	180	0		
Growth Adj:	1.00	1.00	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	100	105	571	0	0	180	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	0	0	100	105	571	0	0	180	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	0	0	0	0	100	105	571	0	0	180	0		
Critical Gap Module:														
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:														
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	60	180	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	999	1408	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	999	1408	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.07	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:														
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.0	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx			9.0			xxxxxx			xxxxxx				
ApproachLOS:	*			A			*			*				

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

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

Intersection #12 Existing Traffic Condition + Project_West [AM Peak]

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: A[8.7]

Street Name:	New Access Road West									Meridian St					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0 0	0	0 1	0 0	0	0 0	0 0	0	1 0	1 0	0	0 0			
Volume Module:AM Peak															
Base Vol:	0	0	105	0	0	0	0	0	0	100	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	105	0	0	0	0	0	0	100	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	105	0	0	0	0	0	0	100	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	105	0	0	0	0	0	0	100	0	0			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx			
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	8.7			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	A			*			*			*					

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

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

Intersection #1 Existing Traffic Condition + Project_West [PM Peak]

Average Delay (sec/veh): 29.1 Worst Case Level Of Service: F[73.5]

Street Name:	I-605 NB Off Ramp								Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 0	0 0		0 0 2	0 0	
Volume Module:PM Peak												
Base Vol:	0	0	0	0	0	619	0	0	0	0	944	0
Growth Adj:	1.00	1.00	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	619	0	0	0	0	944	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	619	0	0	0	0	944	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	619	0	0	0	0	944	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	472	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	596	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	596	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	1.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	16.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	73.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	F	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			73.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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

Intersection #2 Existing Traffic Condition + Project_West [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	I-605 SB On Ramp						Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module:PM Peak												
Base Vol:	0	0	0	0	0	0	0	1204	1154	524	1029	0
Growth Adj:	1.00	1.00	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	1204	1154	524	1029	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1204	0	524	1029	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1204	0	524	1029	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1204	0	524	1029	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.33	0.32	0.00
Crit Moves:								****		****		

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

Intersection #3 Existing Traffic Condition + Project_West [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Speedway Dr						Live Oak Ave					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:AM Peak												
Base Vol:	7	0	9	0	0	0	0	2342	69	116	923	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	9	0	0	0	0	2342	69	116	923	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	9	0	0	0	0	2342	69	116	923	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	9	0	0	0	0	2342	69	116	923	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
FinalVolume:	7	0	9	0	0	0	0	2342	69	116	923	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.91	0.09	1.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	4663	137	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.50	0.50	0.07	0.29	0.00
Crit Moves:			****					****		****		

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

Intersection #4 Existing Traffic Condition + Project_West [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Live Oak Ave						Arrow Hwy					
Approach:	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			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0	0	0	2 0 1	2	0	2 0 0
Volume Module:AM Peak												
Base Vol:	776	0	111	0	0	0	0	804	2148	261	735	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	776	0	111	0	0	0	0	804	2148	261	735	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	776	0	0	0	0	0	0	804	0	261	735	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	776	0	0	0	0	0	0	804	0	261	735	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	776	0	0	0	0	0	0	804	0	261	735	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	3200	1600	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.08	0.23	0.00
Crit Moves:	****							****		****		

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

Intersection #5 Existing Traffic Condition + Project_West [PM Peak]

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

Street Name:	Avenida Barbosa						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:AM Peak												
Base Vol:	0	0	0	585	0	342	247	674	0	0	665	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	585	0	342	247	674	0	0	665	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	585	0	342	247	674	0	0	665	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	585	0	342	247	674	0	0	665	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	585	0	342	247	674	0	0	665	317
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.21	0.15	0.21	0.00	0.00	0.21	0.20
Crit Moves:						****	****				****	

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

Intersection #6 Existing Traffic Condition + Project_West [PM Peak]

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

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 0	3	0 0	0 0	2	0 0
Volume Module:PM Peak												
Base Vol:	0	0	0	185	0	551	0	1275	0	0	435	0
Growth Adj:	1.00	1.00	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	185	0	551	0	1275	0	0	435	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	185	0	0	0	1275	0	0	435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	0	0	1275	0	0	435	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	185	0	0	0	1275	0	0	435	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.27	0.00	0.00	0.14	0.00
Crit Moves:				****				****		****		

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

Intersection #7 Existing Traffic Condition + Project_West [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Bateman Ave/Avenida Barbosa						Alpha St/Buena Vista Ave					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 2	0	0	1! 0	0	1	0 1	1	0	2 0
Volume Module:AM												
Base Vol:	18	126	443	14	258	5	2	12	74	602	10	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:	18	126	443	14	258	5	2	12	74	602	10	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:	18	126	443	14	258	5	2	12	74	602	10	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	126	443	14	258	5	2	12	74	602	10	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
FinalVolume:	18	126	443	14	258	5	2	12	74	602	10	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.88	2.00	0.05	0.93	0.02	1.00	1.00	1.00	2.00	0.48	0.52
Final Sat.:	200	1400	3200	81	1490	29	1600	1600	1600	3200	762	838
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.14	0.17	0.17	0.17	0.00	0.01	0.05	0.19	0.01	0.01
Crit Moves:			****		****				****	****		

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

Intersection #8 Existing Traffic Condition + Project_West [PM Peak]

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[10.1]

Street Name:	Bateman Ave									Meridian St								
Approach:	North Bound			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:AM Peak																				
Base Vol:	152		0	2		0	0		0		0		14	234		1		10		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152		0	2		0	0		0		0		14	234		1		10		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152		0	2		0	0		0		0		14	234		1		10		0
Reduct Vol:	0		0	0		0	0		0		0		0	0		0		0		0
FinalVolume:	152		0	2		0	0		0		0		14	234		1		10		0
Critical Gap Module:																				
Critical Gp:	6.4	6.5		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx						
FollowUpTim:	3.5	4.0		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	143	143		131	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		248	xxxx	xxxxx						
Potent Cap.:	854	752		924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1330	xxxx	xxxxx						
Move Cap.:	854	751		924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1330	xxxx	xxxxx						
Volume/Cap:	0.18	0.00		0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.7	xxxx	xxxxx							
LOS by Move:	*	*	*	*	*	*	*	*	*		A	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		855	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx		0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx						
Shrd ConDel:	xxxxx		10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.7	xxxx	xxxxx						
Shared LOS:	*		B	*	*	*	*	*	*	*		A	*	*						
ApproachDel:		10.1			xxxxxx			xxxxxx					xxxxxx							
ApproachLOS:		B			*			*					*							

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

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

Intersection #9 Existing Traffic Condition + Project_West [PM Peak]

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

Street Name:	Miguel Miranda Ave								Buena Vista Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:AM																
Base Vol:	0	0	0		15	0	11		4	366	0		0	501	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		15	0	11		4	366	0		0	501	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		15	0	11		4	366	0		0	501	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		15	0	11		4	366	0		0	501	11	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx		xxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		698	881	256		512	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		379	288	749		1064	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		378	287	749		1064	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.04	0.00	0.01		0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	478	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	13.0	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	B	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				13.0				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

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

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

Intersection #10 Existing Traffic Condition + Project_West [PM Peak]

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[9.7]

Street Name:	Miguel Miranda Ave						Meridian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 0 1 0 0		
Volume Module:AM Peak												
Base Vol:	17	0	1	0	0	0	0	100	11	0	105	0
Growth Adj:	1.00	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	0	1	0	0	0	0	100	11	0	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	1	0	0	0	0	100	11	0	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	0	1	0	0	0	0	100	11	0	105	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	211	211	106	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	782	690	954	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	782	690	954	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	790	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

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

Intersection #11 Existing Traffic Condition + Project_West [PM Peak]

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[9.8]

Street Name:	New Access Road West								Buena Vista Ave					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled				
Rights:	Include			Include			Include			Include				
Lanes:	0 0	0	0 0	0	0 0	0 1	1	0 2	0 0	0	0 2	1 0		
Volume Module:AM Peak														
Base Vol:	0	0	0	0	0	105	100	369	0	0	512	0		
Growth Adj:	1.00	1.00	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	105	100	369	0	0	512	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	0	0	105	100	369	0	0	512	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	0	0	0	0	105	100	369	0	0	512	0		
Critical Gap Module:														
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:														
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	171	512	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	850	1064	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	850	1064	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.09	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:														
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.8	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx			9.8			xxxxxx			xxxxxx				
ApproachLOS:	*			A			*			*				

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

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

Intersection #12 Existing Traffic Condition + Project_West [PM Peak]

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: A[8.6]

Street Name:	New Access Road West									Meridian St					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0	0 0 0	1	0	0 0 0	0	0	0 0 1	0	1	0 0 0	0			
Volume Module:AM Peak															
Base Vol:	0	0	100	0	0	0	0	0	0	105	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	100	0	0	0	0	0	0	105	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	100	0	0	0	0	0	0	105	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	100	0	0	0	0	0	0	105	0	0			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx			
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	8.6			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	A			*			*			*					

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

APPENDIX E

EXISTING PLUS PROJECT (EAST ACCESS ROAD) TRAFFIC CONDITIONS (YEAR 2016) LOS ANALYSIS WORKSHEETS

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

Intersection #1 Existing Traffic Condition + Project_East [AM Peak]

Average Delay (sec/veh): 25.3 Worst Case Level Of Service: F[78.6]

Street Name:	I-605 NB Off Ramp									Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0 0	0	0 0	0	0	0 1	0	0	0 0	0	0	2 0	0		
Volume Module:AM Peak															
Base Vol:	0	0	0	0	0	544	0	0	0	0	1146	0			
Growth Adj:	1.00	1.00	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	544	0	0	0	0	1146	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	0	544	0	0	0	0	1146	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	0	0	544	0	0	0	0	1146	0			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	573	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	523	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	523	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	1.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	15.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	78.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	F	*	*	*	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			78.6			xxxxxx			xxxxxx					
ApproachLOS:	*			F			*			*					

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

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

Intersection #2 Existing Traffic Condition + Project_East [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	I-605 SB On Ramp						Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module:AM Peak												
Base Vol:	0	0	0	0	0	0	0	244	475	541	1220	0
Growth Adj:	1.00	1.00	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	244	475	541	1220	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	244	0	541	1220	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	244	0	541	1220	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	244	0	541	1220	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.34	0.38	0.00
Crit Moves:								****		****		

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

Intersection #3 Existing Traffic Condition + Project_East [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Speedway Dr						Live Oak Ave					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:AM Peak												
Base Vol:	2	0	1	0	0	0	0	764	1	3	1188	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	1	0	0	0	0	764	1	3	1188	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	1	0	0	0	0	764	1	3	1188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	1	0	0	0	0	764	1	3	1188	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
FinalVolume:	2	0	1	0	0	0	0	764	1	3	1188	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.99	0.01	1.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	4794	6	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.00	0.37	0.00
Crit Moves:	****										****	

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

Intersection #4 Existing Traffic Condition + Project_East [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	170	Level Of Service:	D

Street Name:	Live Oak Ave						Arrow Hwy					
Approach:	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			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	2	0	2 0 0
Volume Module:AM Peak												
Base Vol:	968	0	191	0	0	0	0	389	578	107	1467	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	968	0	191	0	0	0	0	389	578	107	1467	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	968	0	0	0	0	0	0	389	0	107	1467	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	968	0	0	0	0	0	0	389	0	107	1467	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	968	0	0	0	0	0	0	389	0	107	1467	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	3200	1600	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.03	0.46	0.00
Crit Moves:	****										****	

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

Intersection #5 Existing Traffic Condition + Project_East [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Avenida Barbosa						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:AM Peak												
Base Vol:	0	0	0	241	0	158	250	308	0	0	1410	678
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	241	0	158	250	308	0	0	1410	678
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	241	0	158	250	308	0	0	1410	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	158	250	308	0	0	1410	678
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	241	0	158	250	308	0	0	1410	678
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.10	0.16	0.10	0.00	0.00	0.44	0.42
Crit Moves:						****	****				****	

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

Intersection #6 Existing Traffic Condition + Project_East [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	3	0	0	2	0
Volume Module:AM Peak												
Base Vol:	0	0	0	391	0	610	0	546	0	0	1468	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	391	0	610	0	546	0	0	1468	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	391	0	0	0	546	0	0	1468	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	391	0	0	0	546	0	0	1468	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	391	0	0	0	546	0	0	1468	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.11	0.00	0.00	0.46	0.00
Crit Moves:				****			****				****	

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

Intersection #7 Existing Traffic Condition + Project_East [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Bateman Ave/Avenida Barbosa						Alpha St/Buena Vista Ave					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 2	0	0	1! 0	0	1	0 1	1	0	2 0
Volume Module:AM												
Base Vol:	44	232	667	5	119	5	1	4	10	248	8	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	232	667	5	119	5	1	4	10	248	8	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	232	667	5	119	5	1	4	10	248	8	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	232	667	5	119	5	1	4	10	248	8	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
FinalVolume:	44	232	667	5	119	5	1	4	10	248	8	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.84	2.00	0.04	0.92	0.04	1.00	1.00	1.00	2.00	0.42	0.58
Final Sat.:	255	1345	3200	62	1476	62	1600	1600	1600	3200	674	926
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.21	0.08	0.08	0.08	0.00	0.00	0.01	0.08	0.01	0.01
Crit Moves:			****	****					****	****		

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

Intersection #8 Existing Traffic Condition + Project_East [AM Peak]

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: B[10.1]

Street Name:	Bateman Ave									Meridian St								
Approach:	North Bound				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:	AM Peak																	
Base Vol:	198	0	2		0	0	0			0	22	128			1	5	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	
Initial Bse:	198	0	2		0	0	0			0	22	128			1	5	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	
PHF Volume:	198	0	2		0	0	0			0	22	128			1	5	0	
Reduct Vol:	0	0	0		0	0	0			0	0	0			0	0	0	
FinalVolume:	198	0	2		0	0	0			0	22	128			1	5	0	
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						2.2	xxxx	xxxxx	
Capacity Module:																		
Cnflict Vol:	93	93	86	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						150	xxxx	xxxxx	
Potent Cap.:	912	801	978	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1444	xxxx	xxxxx	
Move Cap.:	911	800	978	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1444	xxxx	xxxxx	
Volume/Cap:	0.22	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						0.00	xxxx	xxxx	
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						7.5	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*			*	*	*			A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT			LT -	LTR -	RT			LT -	LTR -	RT	
Shared Cap.:	xxxx	912	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.8	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx	
Shrd ConDel:	xxxxx	10.1	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.5	xxxx	xxxxx	
Shared LOS:	*	B	*		*	*	*			*	*	*			A	*	*	
ApproachDel:	10.1				xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:	B				*					*					*			

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

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

Intersection #9 Existing Traffic Condition + Project_East [AM Peak]

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.9]

Street Name:	Miguel Miranda Ave								Buena Vista Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:AM																
Base Vol:	0	0	0		22	0	8		12	648	0		0	272	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		22	0	8		12	648	0		0	272	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		22	0	8		12	648	0		0	272	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		22	0	8		12	648	0		0	272	14	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		627	951	143		286	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		420	262	885		1288	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		417	259	885		1288	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.05	0.00	0.01		0.01	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	486	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	12.9	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	B	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				12.9				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

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

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

Intersection #10 Existing Traffic Condition + Project_East [AM Peak]

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[8.6]

Street Name:	Miguel Miranda Ave									Meridian St								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	- R	L	-	T	- R		L	-	T	- R		L	-	T	- R
Control:	Stop Sign				Stop Sign					Uncontrolled					Uncontrolled			
Rights:	Include				Include					Include					Include			
Lanes:	0	0	1!	0 0	0	0	0	0	0	0	0	0	0	1	0	1	0	0 0
Volume Module:AM Peak																		
Base Vol:	13	0	1		0	0	0			0	0	0		21	3	1	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Initial Bse:	13	0	1		0	0	0			0	0	0		21	3	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	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	1.00	
PHF Volume:	13	0	1		0	0	0			0	0	0		21	3	1	0	
Reduct Vol:	0	0	0		0	0	0			0	0	0		0	0	0	0	
FinalVolume:	13	0	1		0	0	0			0	0	0		21	3	1	0	
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						2.2	xxxx	xxxxx	
Capacity Module:																		
Cnflict Vol:	7	7	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						21	xxxx	xxxxx	
Potent Cap.:	1019	892	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1608	xxxx	xxxxx	
Move Cap.:	1018	890	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1608	xxxx	xxxxx	
Volume/Cap:	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						0.00	xxxx	xxxx	
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						7.2	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*						A	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT						LT -	LTR -	RT	
Shared Cap.:	xxxx	1023	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						0.0	xxxx	xxxxx	
Shrd ConDel:	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						7.2	xxxx	xxxxx	
Shared LOS:	*	A	*	*	*	*	*	*	*						A	*	*	
ApproachDel:		8.6			xxxxxx			xxxxxx								xxxxxx		
ApproachLOS:		A			*			*								*		

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

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

Intersection #13 Existing Traffic Condition + Project_East [AM Peak]

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: A[9.2]

Street Name:	Buena Vista Ave								East Access Road							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:AM																
Base Vol:	105	565		0 0	186			0 0	0		0	100	0		0	0
Growth Adj:	1.00	1.00		1.00 1.00	1.00			1.00 1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	105	565		0 0	186			0 0	0		0	100	0		0	0
User Adj:	1.00	1.00		1.00 1.00	1.00			1.00 1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00 1.00	1.00			1.00 1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	105	565		0 0	186			0 0	0		0	100	0		0	0
Reduct Vol:	0	0		0 0	0			0 0	0		0	0	0		0	0
FinalVolume:	105	565		0 0	186			0 0	0		0	100	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx xxxx xxxxx					6.8	xxxx		6.9	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx xxxx xxxxx					3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	186	xxxx	xxxxx	xxxx xxxx xxxxx					679	xxxx		93	xxxx	xxxx	xxxxx	
Potent Cap.:	1401	xxxx	xxxxx	xxxx xxxx xxxxx					390	xxxx		952	xxxx	xxxx	xxxxx	
Move Cap.:	1401	xxxx	xxxxx	xxxx xxxx xxxxx					368	xxxx		952	xxxx	xxxx	xxxxx	
Volume/Cap:	0.07	xxxx	xxxx	xxxx xxxx xxxx					0.00	xxxx		0.11	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx	xxxx xxxx xxxxx					xxxx	xxxx		0.4	xxxx	xxxx	xxxxx	
Control Del:	7.8	xxxx	xxxxx	xxxxx xxxx xxxxx					xxxxx	xxxx		9.2	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*		* *	*			*	*			A	*		*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*	*			*	*			*	*			
ApproachDel:	xxxxxx			xxxxxx				9.2				xxxxxx				
ApproachLOS:	*			*				A				*				

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

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

Intersection #1 Existing Traffic Condition + Project_East [PM Peak]

Average Delay (sec/veh): 29.1 Worst Case Level Of Service: F[73.5]

Street Name:	I-605 NB Off Ramp								Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 0 0 0			0 0 2 0 0		
Volume Module:PM Peak												
Base Vol:	0	0	0	0	0	619	0	0	0	0	944	0
Growth Adj:	1.00	1.00	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	619	0	0	0	0	944	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	619	0	0	0	0	944	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	619	0	0	0	0	944	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	472	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	596	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	596	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	1.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	16.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	73.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	F	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			73.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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

Intersection #2 Existing Traffic Condition + Project_East [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	I-605 SB On Ramp						Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module:PM Peak												
Base Vol:	0	0	0	0	0	0	0	1204	1154	524	1029	0
Growth Adj:	1.00	1.00	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	1204	1154	524	1029	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1204	0	524	1029	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1204	0	524	1029	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1204	0	524	1029	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.33	0.32	0.00
Crit Moves:								****		****		

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

Intersection #3 Existing Traffic Condition + Project_East [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Speedway Dr						Live Oak Ave					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:AM Peak												
Base Vol:	7	0	9	0	0	0	0	2342	69	116	923	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	9	0	0	0	0	2342	69	116	923	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	9	0	0	0	0	2342	69	116	923	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	9	0	0	0	0	2342	69	116	923	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
FinalVolume:	7	0	9	0	0	0	0	2342	69	116	923	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.91	0.09	1.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	4663	137	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.50	0.50	0.07	0.29	0.00
Crit Moves:			****					****		****		

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

Intersection #4 Existing Traffic Condition + Project_East [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Live Oak Ave						Arrow Hwy					
Approach:	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			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0	0	0	2 0 1	2	0	2 0 0
Volume Module:AM Peak												
Base Vol:	776	0	111	0	0	0	0	804	2148	261	735	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	776	0	111	0	0	0	0	804	2148	261	735	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	776	0	0	0	0	0	0	804	0	261	735	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	776	0	0	0	0	0	0	804	0	261	735	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	776	0	0	0	0	0	0	804	0	261	735	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	3200	1600	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.08	0.23	0.00
Crit Moves:	****							****		****		

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

Intersection #5 Existing Traffic Condition + Project_East [PM Peak]

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

Street Name:	Avenida Barbosa						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:AM Peak												
Base Vol:	0	0	0	585	0	342	247	674	0	0	665	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	585	0	342	247	674	0	0	665	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	585	0	342	247	674	0	0	665	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	585	0	342	247	674	0	0	665	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	585	0	342	247	674	0	0	665	317
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.21	0.15	0.21	0.00	0.00	0.21	0.20
Crit Moves:						****	****				****	

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

Intersection #6 Existing Traffic Condition + Project_East [PM Peak]

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

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 0	3	0 0	0 0	2	0 0
Volume Module:PM Peak												
Base Vol:	0	0	0	185	0	551	0	1275	0	0	435	0
Growth Adj:	1.00	1.00	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	185	0	551	0	1275	0	0	435	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	185	0	0	0	1275	0	0	435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	0	0	1275	0	0	435	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	185	0	0	0	1275	0	0	435	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.27	0.00	0.00	0.14	0.00
Crit Moves:				****				****		****		

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

Intersection #7 Existing Traffic Condition + Project_East [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Bateman Ave/Avenida Barbosa						Alpha St/Buena Vista Ave					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 2	0	0	1! 0	0	1	0 1	1	0 2	0 0 1 0
Volume Module:AM												
Base Vol:	18	126	443	14	258	5	2	12	74	602	10	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:	18	126	443	14	258	5	2	12	74	602	10	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:	18	126	443	14	258	5	2	12	74	602	10	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	126	443	14	258	5	2	12	74	602	10	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
FinalVolume:	18	126	443	14	258	5	2	12	74	602	10	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.88	2.00	0.05	0.93	0.02	1.00	1.00	1.00	2.00	0.48	0.52
Final Sat.:	200	1400	3200	81	1490	29	1600	1600	1600	3200	762	838
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.14	0.17	0.17	0.17	0.00	0.01	0.05	0.19	0.01	0.01
Crit Moves:			****		****				****	****		

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

Intersection #8 Existing Traffic Condition + Project_East [PM Peak]

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[10.1]

Street Name:	Bateman Ave									Meridian St								
Approach:	North Bound			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:AM Peak																				
Base Vol:	152		0	2		0	0		0		0		14	234		1		10		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152		0	2		0	0		0		0		14	234		1		10		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152		0	2		0	0		0		0		14	234		1		10		0
Reduct Vol:	0		0	0		0	0		0		0		0	0		0		0		0
FinalVolume:	152		0	2		0	0		0		0		14	234		1		10		0
Critical Gap Module:																				
Critical Gp:	6.4	6.5		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx						
FollowUpTim:	3.5	4.0		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	143	143		131	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		248	xxxx	xxxxx						
Potent Cap.:	854	752		924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1330	xxxx	xxxxx						
Move Cap.:	854	751		924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1330	xxxx	xxxxx						
Volume/Cap:	0.18	0.00		0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.7	xxxx	xxxxx							
LOS by Move:	*	*	*	*	*	*	*	*	*		A	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		855	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx		0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx						
Shrd ConDel:	xxxxx		10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.7	xxxx	xxxxx						
Shared LOS:	*		B	*	*	*	*	*	*	*		A	*	*						
ApproachDel:		10.1			xxxxxx			xxxxxx				xxxxxx								
ApproachLOS:		B			*			*				*								

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

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

Intersection #9 Existing Traffic Condition + Project_East [PM Peak]

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.7]

Street Name:	Miguel Miranda Ave						Buena Vista Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:AM												
Base Vol:	0	0	0	15	0	11	4	466	0	0	606	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	15	0	11	4	466	0	0	606	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	15	0	11	4	466	0	0	606	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	15	0	11	4	466	0	0	606	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	853	1086	309	617	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	302	218	693	973	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	301	217	693	973	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	0.00	0.02	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	396	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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

Intersection #10 Existing Traffic Condition + Project_East [PM Peak]

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: A[8.6]

Street Name:	Miguel Miranda Ave						Meridian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 0 1			0 1 0 0 0		
Volume Module:AM Peak												
Base Vol:	17	0	1	0	0	0	0	0	11	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	1	0	0	0	0	0	11	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	1	0	0	0	0	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	0	1	0	0	0	0	0	11	0	0	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	0	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1029	900	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1029	900	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	1032	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

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

Intersection #13 Existing Traffic Condition + Project_East [PM Peak]

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B[10.6]

Street Name:	Buena Vista Ave								Eastside Access Road							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:AM																
Base Vol:	100	381		0 0	512			0 0	0		0	105	0		0	0
Growth Adj:	1.00	1.00		1.00 1.00	1.00			1.00 1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	100	381		0 0	512			0 0	0		0	105	0		0	0
User Adj:	1.00	1.00		1.00 1.00	1.00			1.00 1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00 1.00	1.00			1.00 1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	100	381		0 0	512			0 0	0		0	105	0		0	0
Reduct Vol:	0	0		0 0	0			0 0	0		0	0	0		0	0
FinalVolume:	100	381		0 0	512			0 0	0		0	105	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx xxxx xxxxx					6.8	xxxx		6.9	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx xxxx xxxxx					3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	512	xxxx	xxxxx	xxxx xxxx xxxxx					903	xxxx		256	xxxx	xxxx	xxxxx	
Potent Cap.:	1064	xxxx	xxxxx	xxxx xxxx xxxxx					281	xxxx		749	xxxx	xxxx	xxxxx	
Move Cap.:	1064	xxxx	xxxxx	xxxx xxxx xxxxx					261	xxxx		749	xxxx	xxxx	xxxxx	
Volume/Cap:	0.09	xxxx	xxxx	xxxx xxxx xxxx					0.00	xxxx		0.14	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx xxxx xxxxx					xxxx	xxxx		0.5	xxxx	xxxx	xxxxx	
Control Del:	8.7	xxxx	xxxxx	xxxxx xxxx xxxxx					xxxxx	xxxx		10.6	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*		* *	*			*	*			B	*		*	*
Movement:	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		*	*	*		*	*	*		*	*	*		*
ApproachDel:	xxxxxx				xxxxxx				10.6				xxxxxx			
ApproachLOS:	*				*				B				*			

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

APPENDIX F

EXISTING PLUS OTHER DEVELOPMENT TRAFFIC CONDITIONS (YEAR 2016) LOS ANALYSIS WORKSHEETS

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

Intersection #1 Exisitng Traffic Condition + Other Development [AM Peak]

Average Delay (sec/veh): 103.4 Worst Case Level Of Service: F[288.0]

Street Name:	I-605 NB Off Ramp									Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0 0	0	0 0	0	0	0 1	0	0	0 0	0	0	2 0	0		
Volume Module:AM Peak															
Base Vol:	0	0	0	0	0	735	0	0	0	0	1313	0			
Growth Adj:	1.00	1.00	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	735	0	0	0	0	1313	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	0	735	0	0	0	0	1313	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	0	0	735	0	0	0	0	1313	0			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	657	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	469	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	469	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	1.57	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	40.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	288.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	F	*	*	*	*	*	*			
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			288.0			xxxxxx			xxxxxx					
ApproachLOS:	*			F			*			*					

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

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

Intersection #2 Exisitng Traffic Condition + Other Development [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	I-605 SB On Ramp						Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module:AM Peak												
Base Vol:	0	0	0	0	0	0	275	547	665	1454		0
Growth Adj:	1.00	1.00	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	275	547	665	1454		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	275	0	665	1454		0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	275	0	665	1454		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	275	0	665	1454		0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.42	0.45	0.00
Crit Moves:								****		****		

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

Intersection #3 Exisitng Traffic Condition + Other Development [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Speedway Dr						Live Oak Ave					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0	0 1		0 0 0	0 0		0 0 2	1 0		1 0 2	0 0	
Volume Module:AM Peak												
Base Vol:	34	0	33	0	0	0	0	859	87	89	1307	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	33	0	0	0	0	859	87	89	1307	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	33	0	0	0	0	859	87	89	1307	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	33	0	0	0	0	859	87	89	1307	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
FinalVolume:	34	0	33	0	0	0	0	859	87	89	1307	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.72	0.28	1.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	4359	441	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.20	0.20	0.06	0.41	0.00
Crit Moves:			****								****	

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

Intersection #4 Exisitng Traffic Condition + Other Development [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Live Oak Ave						Arrow Hwy					
Approach:	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			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0	0 0	0	0	2 0 1	2	0	2 0 0
Volume Module:AM Peak												
Base Vol:	986	0	300	0	0	0	0	430	625	265	1495	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	986	0	300	0	0	0	0	430	625	265	1495	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	986	0	0	0	0	0	0	430	0	265	1495	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	986	0	0	0	0	0	0	430	0	265	1495	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	986	0	0	0	0	0	0	430	0	265	1495	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	3200	1600	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.08	0.47	0.00
Crit Moves:	****										****	

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

Intersection #5 Exisitng Traffic Condition + Other Development [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	124	Level Of Service:	E

Street Name:	Avenida Barbosa						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
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			2 0 0 0 1			1 0 2 0 0			0 0 2 0 1		
Volume Module:AM Peak												
Base Vol:	0	0	0	246	0	202	336	371	0	0	1607	645
Growth Adj:	1.00	1.00	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	246	0	202	336	371	0	0	1607	645
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	246	0	202	336	371	0	0	1607	645
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	246	0	202	336	371	0	0	1607	645
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	246	0	202	336	371	0	0	1607	645
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.13	0.21	0.12	0.00	0.00	0.50	0.40
Crit Moves:						****	****				****	

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

****

Intersection #6 Exisitng Traffic Condition + Other Development [AM Peak]

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.956	
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	139	Level Of Service:	E	

****

Street Name:	I-605 SB Off Ramp									Arrow Hwy								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	0	0	3	0	0	0	0	2	0	0
Volume Module:AM Peak																				
Base Vol:	0	0	0	570	0	642	0	614	0	0	1599	0
Growth Adj:	1.00	1.00	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	570	0	642	0	614	0	0	1599	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	570	0	0	0	614	0	0	1599	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	570	0	0	0	614	0	0	1599	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	570	0	0	0	614	0	0	1599	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.36	0.00	0.00	0.00	0.13	0.00	0.00	0.50	0.00
Crit Moves:				****			****				****	

****

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

****

Intersection #7 Exisitng Traffic Condition + Other Development [AM Peak]

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

****

Street Name:	Bateman Ave/Avenida Barbosa						Alpha St/Buena Vista Ave					
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:	0 1	0	0 2	0	0 1!	0 0	1	0 1	1 0	2	0 0	1 0
Volume Module:AM												
Base Vol:	44	233	720	5	123	5	1	6	10	232	9	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	233	720	5	123	5	1	6	10	232	9	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	233	720	5	123	5	1	6	10	232	9	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	233	720	5	123	5	1	6	10	232	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
FinalVolume:	44	233	720	5	123	5	1	6	10	232	9	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.84	2.00	0.04	0.92	0.04	1.00	1.00	1.00	2.00	0.45	0.55
Final Sat.:	254	1346	3200	60	1480	60	1600	1600	1600	3200	720	880
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.23	0.08	0.08	0.08	0.00	0.00	0.01	0.07	0.01	0.01
Crit Moves:			****		****				****	****		

****

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

****

Intersection #8 Exisitng Traffic Condition + Other Development [AM Peak]

****

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: B[10.1]

****

Street Name:	Bateman Ave						Meridian St					
Approach:	North Bound			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:AM Peak												
Base Vol:	198	0	2	0	0	0	0	22	128	1	5	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	0	2	0	0	0	0	22	128	1	5	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	0	2	0	0	0	0	22	128	1	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	198	0	2	0	0	0	0	22	128	1	5	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	93	93	86	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	xxxx	xxxxx
Potent Cap.:	912	801	978	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1444	xxxx	xxxxx
Move Cap.:	911	800	978	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1444	xxxx	xxxxx
Volume/Cap:	0.22	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	912	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	10.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

****

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

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

****

Intersection #9 Exisitng Traffic Condition + Other Development [AM Peak]

****

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.2]

****

Street Name:	Miguel Miranda Ave								Buena Vista Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:AM																				
Base Vol:	0	0	0			22	0	8			12	573	0			0	246	14		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			22	0	8			12	573	0			0	246	14		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	0			22	0	8			12	573	0			0	246	14		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			22	0	8			12	573	0			0	246	14		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.8	6.5	6.9			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	4.0	3.3			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			564	850	130			260	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx			461	300	902			1316	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx			458	297	902			1316	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx			0.05	0.00	0.01			0.01	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*					A	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx		527	xxxxx				xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx		0.2	xxxxx				xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx		12.2	xxxxx				xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*		B	*				*	*	*			*	*	*		
ApproachDel:	xxxxxx					12.2					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

****

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

****

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

Intersection #10 Exisitng Traffic Condition + Other Development [AM Peak]

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[8.6]

Street Name:	Miguel Miranda Ave						Meridian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	1 0 0	0	0
Volume Module:AM Peak												
Base Vol:	13	0	1	0	0	0	0	0	21	3	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	0	1	0	0	0	0	0	21	3	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	1	0	0	0	0	0	21	3	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	0	1	0	0	0	0	0	21	3	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	7	7	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx
Potent Cap.:	1019	892	900	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Move Cap.:	1018	890	900	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	xxxx	1008	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

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

Intersection #1 Exisitng Traffic Condition + Other Development [PM Peak]

Average Delay (sec/veh): 128.5 Worst Case Level Of Service: F[304.5]

Street Name:	I-605 NB Off Ramp									Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0 0	0	0 0	0 0	0	1	0 0	0	0 0	0 0	2	0 0			
Volume Module:PM Peak															
Base Vol:	0	0	0	0	0	840	0	0	0	0	1151	0			
Growth Adj:	1.00	1.00	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	840	0	0	0	0	1151	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	0	840	0	0	0	0	1151	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	0	0	840	0	0	0	0	1151	0			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	576	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	521	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	521	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	1.61	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	46.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	304.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	F	*	*	*	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			304.5			xxxxxx			xxxxxx					
ApproachLOS:	*			F			*			*					

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

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

Intersection #2 Exisitng Traffic Condition + Other Development [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	E

Street Name:	I-605 SB On Ramp									Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Permitted			Permitted			Protected					
Rights:	Include			Include			Ignore			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0			
Volume Module:PM Peak															
Base Vol:	0	0	0	0	0	0	0	1257	1454	665	1316	0			
Growth Adj:	1.00	1.00	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	1257	1454	665	1316	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	0	0	0	1257	0	665	1316	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	0	0	0	1257	0	665	1316	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	0	0	0	0	1257	0	665	1316	0			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00			
Final Sat.:	0	0	0	0	0	0	0	3200	1600	1600	3200	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.42	0.41	0.00			
Crit Moves:								****		****					

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

Intersection #3 Exisitng Traffic Condition + Other Development [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	1.009
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Speedway Dr						Live Oak Ave					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 0	0 1		0 0 0	0 0		0 0 2	1 0		1 0 2	0 0	
Volume Module:PM Peak												
Base Vol:	206	0	255	0	0	0	0	2433	291	291	1044	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	0	255	0	0	0	0	2433	291	291	1044	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	0	255	0	0	0	0	2433	291	291	1044	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	0	255	0	0	0	0	2433	291	291	1044	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
FinalVolume:	206	0	255	0	0	0	0	2433	291	291	1044	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.68	0.32	1.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	4287	513	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.16	0.00	0.00	0.00	0.00	0.57	0.57	0.18	0.33	0.00
Crit Moves:			****					****		****		

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

Intersection #4 Exisitng Traffic Condition + Other Development [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Live Oak Ave						Arrow Hwy					
Approach:	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			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	0	0 1	0	0 0	0 0	0	0 2	0 1	2	0 2	0 0
Volume Module:PM												
Base Vol:	839	0	384	0	0	0	0	844	2188	522	779	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	839	0	384	0	0	0	0	844	2188	522	779	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	839	0	0	0	0	0	0	844	0	522	779	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	839	0	0	0	0	0	0	844	0	522	779	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	839	0	0	0	0	0	0	844	0	522	779	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	3200	1600	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.16	0.24	0.00
Crit Moves:	****							****		****		

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

****

Intersection #5 Exisitng Traffic Condition + Other Development [PM Peak]

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841	
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	77	Level Of Service:	D	

****

Street Name:	Avenida Barbosa						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
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			2 0 0 0 1			1 0 2 0 0			0 0 2 0 1		
Volume Module:PM Peak												
Base Vol:	0	0	0	587	0	425	297	935	0	0	926	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	587	0	425	297	935	0	0	926	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	587	0	425	297	935	0	0	926	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	587	0	425	297	935	0	0	926	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	587	0	425	297	935	0	0	926	263
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.27	0.19	0.29	0.00	0.00	0.29	0.16
Crit Moves:						****	****				****	

****

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

****

Intersection #6 Exisitng Traffic Condition + Other Development [PM Peak]

****

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

****

Street Name: I-605 SB Off Ramp | Arrow Hwy

Approach:	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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 0 0 1			0 0 3 0 0			0 0 2 0 0		
Volume Module:PM Peak												
Base Vol:	0	0	0	364	0	664	0	1538	0	0	529	0
Growth Adj:	1.00	1.00	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	364	0	664	0	1538	0	0	529	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	364	0	0	0	1538	0	0	529	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	364	0	0	0	1538	0	0	529	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	364	0	0	0	1538	0	0	529	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.32	0.00	0.00	0.17	0.00
Crit Moves:				****				****		****		

****

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

****

Intersection #7 Exisitng Traffic Condition + Other Development [PM Peak]

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

****

Street Name:	Bateman Ave/Avenida Barbosa						Alpha St/Buena Vista Ave					
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:	0 1	0	0 2	0	0 1!	0 0	1	0 1	1 0	2	0 0	1 0
Volume Module:PM												
Base Vol:	18	131	434	14	260	5	2	13	74	645	12	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:	18	131	434	14	260	5	2	13	74	645	12	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:	18	131	434	14	260	5	2	13	74	645	12	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	131	434	14	260	5	2	13	74	645	12	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
FinalVolume:	18	131	434	14	260	5	2	13	74	645	12	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.88	2.00	0.05	0.93	0.02	1.00	1.00	1.00	2.00	0.52	0.48
Final Sat.:	193	1407	3200	80	1491	29	1600	1600	1600	3200	835	765
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.14	0.17	0.17	0.17	0.00	0.01	0.05	0.20	0.01	0.01
Crit Moves:			****		****				****	****		

****

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

Intersection #8 Exisitng Traffic Condition + Other Development [PM Peak]

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[10.1]

Street Name:	Bateman Ave						Meridian St					
Approach:	North Bound			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: PM Peak												
Base Vol:	152	0	2	0	0	0	0	14	234	1	10	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	0	2	0	0	0	0	14	234	1	10	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	0	2	0	0	0	0	14	234	1	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	152	0	2	0	0	0	0	14	234	1	10	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	143	143	131	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	248	xxxx	xxxxx
Potent Cap.:	854	752	924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1330	xxxx	xxxxx
Move Cap.:	854	751	924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1330	xxxx	xxxxx
Volume/Cap:	0.18	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	855	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	10.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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

****

Intersection #9 Exisitng Traffic Condition + Other Development [PM Peak]

****

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.6]

****

Street Name:	Miguel Miranda Ave								Buena Vista Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:PM																				
Base Vol:	0	0	0			15	0	11			4	371	0			0	640	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			15	0	11			4	371	0			0	640	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			15	0	11			4	371	0			0	640	11		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			15	0	11			4	371	0			0	640	11		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.8	6.5	6.9			4.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	4.0	3.3			2.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			839	1025	326			651	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			308	237	676			945	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			307	236	676			945	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.05	0.00	0.02			0.00	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			8.8	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*	*			A	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	400	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	0.2	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	14.6	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	B	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					14.6					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

****

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

****

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

Intersection #10 Exisitng Traffic Condition + Other Development [PM Peak]

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: A[9.1]

Street Name:	Meridian Ave						Miguel Miranda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			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
Volume Module: PM Peak												
Base Vol:	17	0	1	0	0	0	0	0	11	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	1	0	0	0	0	0	11	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	1	0	0	0	0	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	0	1	0	0	0	0	0	11	0	0	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	0	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	900	900	900	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	900	900	900	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

APPENDIX G

EXISTING PLUS OTHER DEVELOPMENT PLUS PROJECT (NEW ACCESS ROAD WEST) TRAFFIC CONDITIONS (YEAR 2016) LOS ANALYSIS WORKSHEETS

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

Intersection #1 Ex Traffic Condition + Other Dev + Project_West [AM Peak]

Average Delay (sec/veh): 108.0 Worst Case Level Of Service: F[298.2]

Street Name:	I-605 NB Off Ramp								Live Oak Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	0	0 1	0	0	0	0 0	0	0	2	0 0
Volume Module:AM Peak																
Base Vol:	0	0	0	0	0	746			0	0	0		0	1313		0
Growth Adj:	1.00	1.00	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	746			0	0	0		0	1313		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	0	0	0	0	0	746			0	0	0		0	1313		0
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0		0
FinalVolume:	0	0	0	0	0	746			0	0	0		0	1313		0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2			xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	657			xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	469			xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	469			xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	1.59			xxxx	xxxx	xxxx		xxxx	xxxx		xxxx
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	41.4			xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	298.2			xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx
LOS by Move:	*	*	*	*	*	F			*	*	*		*	*		*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx
Shared LOS:	*	*	*	*	*	*			*	*	*		*	*		*
ApproachDel:	xxxxxx			298.2					xxxxxx				xxxxxx			
ApproachLOS:	*			F					*				*			

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

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

Intersection #2 Ex Traffic Condition + Other Dev + Project_West [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	I-605 SB On Ramp						Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module:AM Peak												
Base Vol:	0	0	0	0	0	0	0	275	557	665	1465	0
Growth Adj:	1.00	1.00	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	275	557	665	1465	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	275	0	665	1465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	275	0	665	1465	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	275	0	665	1465	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.42	0.46	0.00
Crit Moves:								****		****		

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

Intersection #3 Ex Traffic Condition + Other Dev + Project_West [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Street Name:	Speedway Dr						Live Oak Ave					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0	0	0 2	1 0	1	0 2	0 0
Volume Module:AM Peak												
Base Vol:	34	0	33	0	0	0	0	869	87	89	1318	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	33	0	0	0	0	869	87	89	1318	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	33	0	0	0	0	869	87	89	1318	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	33	0	0	0	0	869	87	89	1318	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
FinalVolume:	34	0	33	0	0	0	0	869	87	89	1318	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.73	0.27	1.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	4363	437	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.20	0.20	0.06	0.41	0.00
Crit Moves:			****								****	

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

Intersection #4 Ex Traffic Condition + Other Dev + Project_West [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Live Oak Ave						Arrow Hwy					
Approach:	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			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	2	0	2 0 0
Volume Module:AM Peak												
Base Vol:	986	0	311	0	0	0	0	430	625	275	1495	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	986	0	311	0	0	0	0	430	625	275	1495	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	986	0	0	0	0	0	0	430	0	275	1495	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	986	0	0	0	0	0	0	430	0	275	1495	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	986	0	0	0	0	0	0	430	0	275	1495	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	3200	1600	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.09	0.47	0.00
Crit Moves:	****										****	

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

Intersection #5 Ex Traffic Condition + Other Dev + Project_West [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	E

Street Name:	Avenida Barbosa						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:AM Peak												
Base Vol:	0	0	0	336	0	212	347	371	0	0	1607	740
Growth Adj:	1.00	1.00	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	336	0	212	347	371	0	0	1607	740
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	336	0	212	347	371	0	0	1607	740
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	336	0	212	347	371	0	0	1607	740
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	336	0	212	347	371	0	0	1607	740
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.13	0.22	0.12	0.00	0.00	0.50	0.46
Crit Moves:						****	****				****	

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

Intersection #6 Ex Traffic Condition + Other Dev + Project_West [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.956
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	139	Level Of Service:	E

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	3	0	0	2	0
Volume Module:AM Peak												
Base Vol:	0	0	0	570	0	737	0	704	0	0	1599	0
Growth Adj:	1.00	1.00	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	570	0	737	0	704	0	0	1599	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	570	0	0	0	704	0	0	1599	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	570	0	0	0	704	0	0	1599	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	570	0	0	0	704	0	0	1599	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.00	0.00	0.00	0.15	0.00	0.00	0.50	0.00
Crit Moves:				****			****				****	

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

Intersection #7 Ex Traffic Condition + Other Dev + Project_West [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Bateman Ave/Avenida Barbosa						Alpha St/Buena Vista Ave					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 2	0	0	1! 0	0	1	0 1	1	0	2 0
Volume Module:AM												
Base Vol:	44	233	825	5	123	5	1	6	10	332	9	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	233	825	5	123	5	1	6	10	332	9	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	233	825	5	123	5	1	6	10	332	9	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	233	825	5	123	5	1	6	10	332	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
FinalVolume:	44	233	825	5	123	5	1	6	10	332	9	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.84	2.00	0.04	0.92	0.04	1.00	1.00	1.00	2.00	0.45	0.55
Final Sat.:	254	1346	3200	60	1480	60	1600	1600	1600	3200	720	880
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.26	0.08	0.08	0.08	0.00	0.00	0.01	0.10	0.01	0.01
Crit Moves:			****		****				****	****		

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

Intersection #8 Ex Traffic Condition + Other Dev + Project_West [AM Peak]

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: B[10.1]

Street Name:	Bateman Ave						Meridian St					
Approach:	North Bound			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:AM Peak												
Base Vol:	198	0	2	0	0	0	0	22	128	1	5	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	0	2	0	0	0	0	22	128	1	5	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	0	2	0	0	0	0	22	128	1	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	198	0	2	0	0	0	0	22	128	1	5	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	93	93	86	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	xxxx	xxxxx
Potent Cap.:	912	801	978	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1444	xxxx	xxxxx
Move Cap.:	911	800	978	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1444	xxxx	xxxxx
Volume/Cap:	0.22	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	912	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

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

Intersection #9 Ex Traffic Condition + Other Dev + Project_West [AM Peak]

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.2]

Street Name:	Miguel Miranda Ave								Buena Vista Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:AM																
Base Vol:	0	0	0		22	0	8		12	573	0		0	246	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		22	0	8		12	573	0		0	246	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		22	0	8		12	573	0		0	246	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		22	0	8		12	573	0		0	246	14	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		564	850	130		260	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		461	300	902		1316	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		458	297	902		1316	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.05	0.00	0.01		0.01	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	527	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	12.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	B	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				12.2				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

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

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

Intersection #10 Ex Traffic Condition + Other Dev + Project_West [AM Peak]

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[9.7]

Street Name:	Miguel Miranda Ave						Meridian St					
Approach:	North Bound			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:AM Peak												
Base Vol:	13	0	1	0	0	0	0	105	21	3	101	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	0	1	0	0	0	0	105	21	3	101	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	1	0	0	0	0	105	21	3	101	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	0	1	0	0	0	0	105	21	3	101	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	223	223	116	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	126	xxxx	xxxxx
Potent Cap.:	770	680	942	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1473	xxxx	xxxxx
Move Cap.:	769	678	942	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1473	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	779	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

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

Intersection #11 Ex Traffic Condition + Other Dev + Project_West [AM Peak]

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[9.2]

Street Name:	New Access Road West								Buena Vista Ave					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled				
Rights:	Include			Include			Include			Include				
Lanes:	0 0	0 0	0	0 0	0 0	1	1 0	2 0	0	0 0	2 1	0		
Volume Module:AM Peak														
Base Vol:	0	0	0	0	0	100	105	601	0	0	254	0		
Growth Adj:	1.00	1.00	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	100	105	601	0	0	254	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	0	0	100	105	601	0	0	254	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	0	0	0	0	100	105	601	0	0	254	0		
Critical Gap Module:														
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:														
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	85	254	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	964	1323	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	964	1323	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.08	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:														
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.2	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	xxxxxx			9.2			xxxxxx			xxxxxx				
ApproachLOS:	*			A			*			*				

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

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

Intersection #12 Ex Traffic Condition + Other Dev + Project_West [AM Peak]

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: A[8.7]

Street Name:	New Access Road West									Meridian St								
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Volume Module:AM Peak																				
Base Vol:	0	0	105			0	0	0			0	0	0			100	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	105			0	0	0			0	0	0			100	0	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	105			0	0	0			0	0	0			100	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	105			0	0	0			0	0	0			100	0	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2			xxxxx	xxxx	xxxxx			xxxx	xxxxx	4.1			xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxx	xxxxx	2.2			xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	0			xxxx	xxxx	xxxxx			xxxx	xxxxx	0			xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	1091			xxxx	xxxx	xxxxx			xxxx	xxxxx	1636			xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	1091			xxxx	xxxx	xxxxx			xxxx	xxxxx	1636			xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.10			xxxx	xxxx	xxxx			xxxx	xxxx	0.06			xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.3			xxxx	xxxx	xxxxx			xxxx	xxxxx	0.2			xxxx	xxxxx			
Control Del:	xxxxx	xxxx	8.7			xxxxx	xxxx	xxxxx			xxxxx	xxxxx	7.3			xxxx	xxxxx			
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	8.7					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	A					*					*					*				

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

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

Intersection #1 Ex Traffic Condition + Other Dev + Project_West [PM Peak]

Average Delay (sec/veh): 132.9 Worst Case Level Of Service: F[312.9]

Street Name:	I-605 NB Off Ramp								Live Oak Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	0	0 1	0	0	0	0 0	0	0	2	0 0
Volume Module:PM Peak																
Base Vol:	0	0	0	0	0	850			0	0	0		0	1151		0
Growth Adj:	1.00	1.00	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	850			0	0	0		0	1151		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	0	0	0	0	0	850			0	0	0		0	1151		0
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0		0
FinalVolume:	0	0	0	0	0	850			0	0	0		0	1151		0
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2			xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	576			xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	521			xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	521			xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	1.63			xxxx	xxxx	xxxx		xxxx	xxxx		xxxx
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	47.8			xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	312.9			xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx
LOS by Move:	*	*	*	*	*	F			*	*	*		*	*		*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx
Shared LOS:	*	*	*	*	*	*			*	*	*		*	*		*
ApproachDel:	xxxxxx			312.9					xxxxxx				xxxxxx			
ApproachLOS:	*			F					*				*			

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

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

Intersection #2 Ex Traffic Condition + Other Dev + Project_West [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	E

Street Name:	I-605 SB On Ramp						Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module:PM Peak												
Base Vol:	0	0	0	0	0	0	0	1257	1465	665	1326	0
Growth Adj:	1.00	1.00	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	1257	1465	665	1326	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1257	0	665	1326	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1257	0	665	1326	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1257	0	665	1326	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.42	0.41	0.00
Crit Moves:								****		****		

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

Intersection #3 Ex Traffic Condition + Other Dev + Project_West [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	1.011
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Speedway Dr						Live Oak Ave					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:PM Peak												
Base Vol:	206	0	255	0	0	0	0	2444	291	291	1054	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	0	255	0	0	0	0	2444	291	291	1054	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	0	255	0	0	0	0	2444	291	291	1054	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	0	255	0	0	0	0	2444	291	291	1054	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
FinalVolume:	206	0	255	0	0	0	0	2444	291	291	1054	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.68	0.32	1.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	4289	511	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.16	0.00	0.00	0.00	0.00	0.57	0.57	0.18	0.33	0.00
Crit Moves:			****					****		****		

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

Intersection #4 Ex Traffic Condition + Other Dev + Project_West [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Live Oak Ave						Arrow Hwy					
Approach:	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			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	2	0	2 0 0
Volume Module:PM												
Base Vol:	839	0	394	0	0	0	0	844	2188	533	779	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	839	0	394	0	0	0	0	844	2188	533	779	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	839	0	0	0	0	0	0	844	0	533	779	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	839	0	0	0	0	0	0	844	0	533	779	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	839	0	0	0	0	0	0	844	0	533	779	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	3200	1600	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.17	0.24	0.00
Crit Moves:	****							****		****		

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

Intersection #5 Ex Traffic Condition + Other Dev + Project_West [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	Avenida Barbosa						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:PM Peak												
Base Vol:	0	0	0	682	0	436	307	935	0	0	926	353
Growth Adj:	1.00	1.00	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	682	0	436	307	935	0	0	926	353
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	682	0	436	307	935	0	0	926	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	682	0	436	307	935	0	0	926	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	682	0	436	307	935	0	0	926	353
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.27	0.19	0.29	0.00	0.00	0.29	0.22
Crit Moves:						****	****				****	

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

Intersection #6 Ex Traffic Condition + Other Dev + Project_West [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 0	3	0 0	0 0	2	0 0
Volume Module:PM Peak												
Base Vol:	0	0	0	364	0	754	0	1633	0	0	529	0
Growth Adj:	1.00	1.00	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	364	0	754	0	1633	0	0	529	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	364	0	0	0	1633	0	0	529	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	364	0	0	0	1633	0	0	529	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	364	0	0	0	1633	0	0	529	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.34	0.00	0.00	0.17	0.00
Crit Moves:				****				****		****		

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

Intersection #7 Ex Traffic Condition + Other Dev + Project_West [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Bateman Ave/Avenida Barbosa						Alpha St/Buena Vista Ave					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 2	0	0	1! 0	0	1	0 1	1	0 2	0 0 1 0
Volume Module:AM												
Base Vol:	18	131	534	14	260	5	2	13	74	720	12	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:	18	131	534	14	260	5	2	13	74	720	12	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:	18	131	534	14	260	5	2	13	74	720	12	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	131	534	14	260	5	2	13	74	720	12	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
FinalVolume:	18	131	534	14	260	5	2	13	74	720	12	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.88	2.00	0.05	0.93	0.02	1.00	1.00	1.00	2.00	0.52	0.48
Final Sat.:	193	1407	3200	80	1491	29	1600	1600	1600	3200	835	765
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.17	0.17	0.17	0.17	0.00	0.01	0.05	0.23	0.01	0.01
Crit Moves:			****		****				****	****		

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

Intersection #8 Ex Traffic Condition + Other Dev + Project_West [PM Peak]

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[10.1]

Street Name:	Bateman Ave						Meridian St					
Approach:	North Bound			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:PM Peak												
Base Vol:	152	0	2	0	0	0	0	14	234	1	10	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	0	2	0	0	0	0	14	234	1	10	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	0	2	0	0	0	0	14	234	1	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	152	0	2	0	0	0	0	14	234	1	10	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	143	143	131	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	248	xxxx	xxxxx
Potent Cap.:	854	752	924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1330	xxxx	xxxxx
Move Cap.:	854	751	924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1330	xxxx	xxxxx
Volume/Cap:	0.18	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	855	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

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

Intersection #9 Ex Traffic Condition + Other Dev + Project_West [PM Peak]

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.6]

Street Name:	Miguel Miranda Ave								Buena Vista Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:PM																
Base Vol:	0	0	0		15	0	11		4	371	0		0	640	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		15	0	11		4	371	0		0	640	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		15	0	11		4	371	0		0	640	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		15	0	11		4	371	0		0	640	11	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		839	1025	326		651	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		308	237	676		945	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		307	236	676		945	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.05	0.00	0.02		0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	400	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	14.6	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	B	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				14.6				xxxxxx				xxxxxx			
ApproachLOS:	*				B				*				*			

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

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

Intersection #10 Ex Traffic Condition + Other Dev + Project_West [PM Peak]

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[9.7]

Street Name:	Meridian Ave						Miguel Miranda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 0 1 0 0		
Volume Module:PM Peak												
Base Vol:	17	0	1	0	0	0	0	100	11	0	105	0
Growth Adj:	1.00	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	0	1	0	0	0	0	100	11	0	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	1	0	0	0	0	100	11	0	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	0	1	0	0	0	0	100	11	0	105	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	211	211	106	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	782	690	954	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	782	690	954	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	790	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

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

Intersection #11 Ex Traffic Condition + Other Dev + Project_West [PM Peak]

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

Street Name:	New Access Road West							Buena Vista Ave					
Approach:	North Bound			South Bound				East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R		L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign				Uncontrolled			Uncontrolled		
Rights:	Include			Include				Include			Include		
Lanes:	0 0	0	0 0	0	0	0 0 1		1	0 2	0 0	0	0 2	1 0
Volume Module:AM Peak													
Base Vol:	0	0	0	0	0	105		100	374	0	0	651	0
Growth Adj:	1.00	1.00	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	105		100	374	0	0	651	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	105		100	374	0	0	651	0
Reduct Vol:	0	0	0	0	0	0		0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	105		100	374	0	0	651	0
Critical Gap Module:													
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:													
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	217		651	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	794		945	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	794		945	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.13		0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:													
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5		0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.2		9.3	xxxx	xxxxx	xxxxx	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	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*		*	*	*	*	*	*
ApproachDel:	xxxxxx			10.2				xxxxxx			xxxxxx		
ApproachLOS:	*			B				*			*		

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

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

Intersection #12 Ex Traffic Condition + Other Dev + Project_Westside [PM Peak]

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: A[8.6]

Street Name:	New Access Road West									Meridian St					
Approach:	North Bound			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			Ignore			Include			Include					
Lanes:	0 0	0	0 1	0	0 0	0 0	0	0 0	1 0	1	0	0 0	0		
Volume Module:AM Peak															
Base Vol:	0	0	100	0	0	0	0	0	0	105	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	100	0	0	0	0	0	0	105	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	100	0	0	0	0	0	0	105	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	100	0	0	0	0	0	0	105	0	0			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx			
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	8.6			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	A			*			*			*					

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

APPENDIX H

EXISTING PLUS OTHER DEVELOPMENT PLUS PROJECT (EAST ACCESS ROAD) TRAFFIC CONDITIONS (YEAR 2016) LOS ANALYSIS WORKSHEETS

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

Intersection #1 Ex Traffic Condition + Other Development + Project_East [AM Peak]

Average Delay (sec/veh): 108.0 Worst Case Level Of Service: F[298.2]

Street Name:	I-605 NB Off Ramp								Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 0 0 0			0 0 2 0 0		
Volume Module:AM Peak												
Base Vol:	0	0	0	0	0	746	0	0	0	0	1313	0
Growth Adj:	1.00	1.00	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	746	0	0	0	0	1313	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	746	0	0	0	0	1313	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	746	0	0	0	0	1313	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	657	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	469	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	469	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	1.59	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	41.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	298.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	F	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			298.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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

Intersection #2 Ex Traffic Condition + Other Development + Project_East [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	I-605 SB On Ramp						Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module:AM Peak												
Base Vol:	0	0	0	0	0	0	0	275	557	665	1465	0
Growth Adj:	1.00	1.00	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	275	557	665	1465	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	275	0	665	1465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	275	0	665	1465	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	275	0	665	1465	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.42	0.46	0.00
Crit Moves:								****		****		

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

Intersection #3 Ex Traffic Condition + Other Development + Project_East [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Street Name:	Speedway Dr						Live Oak Ave					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 0	0 1		0 0 0	0 0		0 0 2	1 0		1 0 2	0 0	
Volume Module:AM Peak												
Base Vol:	34	0	33	0	0	0	0	869	87	89	1318	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	33	0	0	0	0	869	87	89	1318	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	33	0	0	0	0	869	87	89	1318	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	33	0	0	0	0	869	87	89	1318	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
FinalVolume:	34	0	33	0	0	0	0	869	87	89	1318	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.73	0.27	1.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	4363	437	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.20	0.20	0.06	0.41	0.00
Crit Moves:			****								****	

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

Intersection #4 Ex Traffic Condition + Other Development + Project_East [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Live Oak Ave						Arrow Hwy					
Approach:	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			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	2	0	2 0 0
Volume Module:AM Peak												
Base Vol:	986	0	311	0	0	0	0	430	625	275	1495	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	986	0	311	0	0	0	0	430	625	275	1495	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	986	0	0	0	0	0	0	430	0	275	1495	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	986	0	0	0	0	0	0	430	0	275	1495	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	986	0	0	0	0	0	0	430	0	275	1495	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	3200	1600	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.09	0.47	0.00
Crit Moves:	****										****	

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

Intersection #5 Ex Traffic Condition + Other Development + Project_East [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	E

Street Name:	Avenida Barbosa						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:AM Peak												
Base Vol:	0	0	0	336	0	212	347	371	0	0	1607	740
Growth Adj:	1.00	1.00	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	336	0	212	347	371	0	0	1607	740
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	336	0	212	347	371	0	0	1607	740
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	336	0	212	347	371	0	0	1607	740
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	336	0	212	347	371	0	0	1607	740
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.13	0.22	0.12	0.00	0.00	0.50	0.46
Crit Moves:						****	****				****	

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

Intersection #6 Ex Traffic Condition + Other Development + Project_East [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.956
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	139	Level Of Service:	E

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	3	0	0	2	0
Volume Module:AM Peak												
Base Vol:	0	0	0	570	0	737	0	704	0	0	1599	0
Growth Adj:	1.00	1.00	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	570	0	737	0	704	0	0	1599	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	570	0	0	0	704	0	0	1599	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	570	0	0	0	704	0	0	1599	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	570	0	0	0	704	0	0	1599	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.00	0.00	0.00	0.15	0.00	0.00	0.50	0.00
Crit Moves:				****			****				****	

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

Intersection #7 Ex Traffic Condition + Other Development + Project_East [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Bateman Ave/Avenida Barbosa						Alpha St/Buena Vista Ave					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 2	0	0	1! 0	0	1	0 1	1	0	2 0
Volume Module:AM												
Base Vol:	44	233	825	5	123	5	1	6	10	332	9	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	233	825	5	123	5	1	6	10	332	9	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	233	825	5	123	5	1	6	10	332	9	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	233	825	5	123	5	1	6	10	332	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
FinalVolume:	44	233	825	5	123	5	1	6	10	332	9	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.84	2.00	0.04	0.92	0.04	1.00	1.00	1.00	2.00	0.45	0.55
Final Sat.:	254	1346	3200	60	1480	60	1600	1600	1600	3200	720	880
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.26	0.08	0.08	0.08	0.00	0.00	0.01	0.10	0.01	0.01
Crit Moves:			****		****				****	****		

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

Intersection #8 Ex Traffic Condition + Other Development + Project_East [AM Peak]

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: B[10.1]

Street Name:	Bateman Ave						Meridian St					
Approach:	North Bound			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:AM Peak												
Base Vol:	198	0	2	0	0	0	0	22	128	1	5	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	0	2	0	0	0	0	22	128	1	5	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	0	2	0	0	0	0	22	128	1	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	198	0	2	0	0	0	0	22	128	1	5	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	93	93	86	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	xxxx	xxxxx
Potent Cap.:	912	801	978	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1444	xxxx	xxxxx
Move Cap.:	911	800	978	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1444	xxxx	xxxxx
Volume/Cap:	0.22	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	912	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

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

Intersection #9 Ex Traffic Condition + Other Development + Project_East [AM Peak]

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[14.0]

Street Name:	Miguel Miranda Ave									Buena Vista Ave								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:AM																				
Base Vol:	0	0	0			22	0	8			12	678	0			0	346	14		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			22	0	8			12	678	0			0	346	14		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	0			22	0	8			12	678	0			0	346	14		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			22	0	8			12	678	0			0	346	14		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.8	6.5	6.9			4.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	4.0	3.3			2.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			716	1055	180			360	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			369	227	838			1210	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			366	225	838			1210	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.06	0.00	0.01			0.01	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*					A	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT					LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	431	xxxxx					xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.0	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	B	*					*	*	*	*	*	*				
ApproachDel:	xxxxxx			14.0							xxxxxx			xxxxxx						
ApproachLOS:	*			B							*			*						

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

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

Intersection #10 Ex Traffic Condition + Other Development + Project_East [AM Peak]

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[8.6]

Street Name:	Miguel Miranda Ave						Meridian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	1	0	0
Volume Module:AM Peak												
Base Vol:	13	0	1	0	0	0	0	0	21	3	1	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	0	1	0	0	0	0	0	21	3	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	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	1	0	0	0	0	0	21	3	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	0	1	0	0	0	0	0	21	3	1	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	7	7	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx
Potent Cap.:	1019	892	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Move Cap.:	1018	890	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT
Shared Cap.:	xxxx 1023		xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx 0.0		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx 8.6		xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	* A		*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

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

Intersection #13 Ex Traffic Condition + Other Development + Project_East [AM Peak]

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[9.5]

Street Name:	Buena Vista Ave								Eastside Access Road							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	2	0 0	0	0	1	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:AM																
Base Vol:	105	595		0 0	260			0 0	0		0	100	0		0	0
Growth Adj:	1.00	1.00		1.00 1.00	1.00			1.00 1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	105	595		0 0	260			0 0	0		0	100	0		0	0
User Adj:	1.00	1.00		1.00 1.00	1.00			1.00 1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00 1.00	1.00			1.00 1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	105	595		0 0	260			0 0	0		0	100	0		0	0
Reduct Vol:	0	0		0 0	0			0 0	0		0	0	0		0	0
FinalVolume:	105	595		0 0	260			0 0	0		0	100	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx xxxx xxxxx					6.8	xxxx		6.9	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx xxxx xxxxx					3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	260	xxxx	xxxxx	xxxx xxxx xxxxx					768	xxxx		130	xxxx	xxxx	xxxxx	
Potent Cap.:	1316	xxxx	xxxxx	xxxx xxxx xxxxx					342	xxxx		902	xxxx	xxxx	xxxxx	
Move Cap.:	1316	xxxx	xxxxx	xxxx xxxx xxxxx					322	xxxx		902	xxxx	xxxx	xxxxx	
Volume/Cap:	0.08	xxxx	xxxx	xxxx xxxx xxxx					0.00	xxxx		0.11	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx xxxx xxxxx					xxxx	xxxx		0.4	xxxx	xxxx	xxxxx	
Control Del:	8.0	xxxx	xxxxx	xxxxx xxxx xxxxx					xxxxx	xxxx		9.5	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*		* *	*			*	*			A	*		*	*
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx xxxx xxxxx					xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx					xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx					xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*		* *	*			*	*			*	*		*	*
ApproachDel:	xxxxxx			xxxxxx					9.5				xxxxxx			
ApproachLOS:	*			*					A				*			

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

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

Intersection #1 Ex Traffic Condition + Other Development + Project_East [PM Peak]

Average Delay (sec/veh): 132.9 Worst Case Level Of Service: F[312.9]

Street Name:	I-605 NB Off Ramp								Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 0	0 1		0 0 0	0 0		0 0 2	0 0	
Volume Module:PM Peak												
Base Vol:	0	0	0	0	0	850	0	0	0	0	1151	0
Growth Adj:	1.00	1.00	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	850	0	0	0	0	1151	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	850	0	0	0	0	1151	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	850	0	0	0	0	1151	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	576	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	521	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	521	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	1.63	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	47.8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	312.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	F	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			312.9			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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

Intersection #2 Ex Traffic Condition + Other Development + Project_East[PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	E

Street Name:	I-605 SB On Ramp						Live Oak Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module:PM Peak												
Base Vol:	0	0	0	0	0	0	0	1257	1465	665	1326	0
Growth Adj:	1.00	1.00	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	1257	1465	665	1326	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1257	0	665	1326	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1257	0	665	1326	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1257	0	665	1326	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.42	0.41	0.00
Crit Moves:								****		****		

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

Intersection #3 Ex Traffic Condition + Other Development + Project_East [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	1.011
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Speedway Dr						Live Oak Ave					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0	0	0	2 1 0	1	0	2 0 0
Volume Module:AM Peak												
Base Vol:	206	0	255	0	0	0	0	2444	291	291	1054	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	0	255	0	0	0	0	2444	291	291	1054	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	0	255	0	0	0	0	2444	291	291	1054	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	0	255	0	0	0	0	2444	291	291	1054	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
FinalVolume:	206	0	255	0	0	0	0	2444	291	291	1054	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.68	0.32	1.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	4289	511	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.16	0.00	0.00	0.00	0.00	0.57	0.57	0.18	0.33	0.00
Crit Moves:			****					****		****		

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

Intersection #4 Ex Traffic Condition + Other Development + Project_East [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Live Oak Ave						Arrow Hwy					
Approach:	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			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	2 0 1	2	0	2 0 0
Volume Module:AM Peak												
Base Vol:	839	0	394	0	0	0	0	844	2188	533	779	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	839	0	394	0	0	0	0	844	2188	533	779	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	839	0	0	0	0	0	0	844	0	533	779	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	839	0	0	0	0	0	0	844	0	533	779	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	839	0	0	0	0	0	0	844	0	533	779	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	3200	1600	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.17	0.24	0.00
Crit Moves:	****							****		****		

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

Intersection #5 Ex Traffic Condition + Other Development + Project_East [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	Avenida Barbosa						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:AM Peak												
Base Vol:	0	0	0	682	0	436	307	935	0	0	926	353
Growth Adj:	1.00	1.00	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	682	0	436	307	935	0	0	926	353
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	682	0	436	307	935	0	0	926	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	682	0	436	307	935	0	0	926	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	682	0	436	307	935	0	0	926	353
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.27	0.19	0.29	0.00	0.00	0.29	0.22
Crit Moves:						****	****				****	

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

Intersection #6 Ex Traffic Condition + Other Development + Project_East [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	0 0	3	0 0	0 0	2	0 0
Volume Module:PM Peak												
Base Vol:	0	0	0	364	0	754	0	1633	0	0	529	0
Growth Adj:	1.00	1.00	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	364	0	754	0	1633	0	0	529	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	364	0	0	0	1633	0	0	529	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	364	0	0	0	1633	0	0	529	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	364	0	0	0	1633	0	0	529	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.34	0.00	0.00	0.17	0.00
Crit Moves:				****				****		****		

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

Intersection #7 Ex Traffic Condition + Other Development + Project_East [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Bateman Ave/Avenida Barbosa						Alpha St/Buena Vista Ave					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 2	0	0	1! 0	0	1	0 1	1	0	2 0
Volume Module:AM												
Base Vol:	18	131	534	14	260	5	2	13	74	720	12	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:	18	131	534	14	260	5	2	13	74	720	12	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:	18	131	534	14	260	5	2	13	74	720	12	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	131	534	14	260	5	2	13	74	720	12	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
FinalVolume:	18	131	534	14	260	5	2	13	74	720	12	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.88	2.00	0.05	0.93	0.02	1.00	1.00	1.00	2.00	0.52	0.48
Final Sat.:	193	1407	3200	80	1491	29	1600	1600	1600	3200	835	765
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.17	0.17	0.17	0.17	0.00	0.01	0.05	0.23	0.01	0.01
Crit Moves:			****		****				****	****		

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

Intersection #8 Ex Traffic Condition + Other Development + Project_East [PM Peak]

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[10.1]

Street Name:	Bateman Ave									Meridian St								
Approach:	North Bound			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:AM Peak																				
Base Vol:	152	0	2	0	0	0	0	14	234	1	10	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	152	0	2	0	0	0	0	14	234	1	10	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	152	0	2	0	0	0	0	14	234	1	10	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	152	0	2	0	0	0	0	14	234	1	10	0								
Critical Gap Module:																				
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	143	143	131	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	248	xxxx	xxxxx								
Potent Cap.:	854	752	924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1330	xxxx	xxxxx								
Move Cap.:	854	751	924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1330	xxxx	xxxxx								
Volume/Cap:	0.18	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		855	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx		0.7	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Shrd ConDel:	xxxxx		10.1	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.7	xxxx	xxxxx		
Shared LOS:	*		B	*		*	*	*			*	*	*			A	*	*		
ApproachDel:			10.1			xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:			B			*					*					*				

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

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

Intersection #9 Ex Traffic Condition + Other Development + Project_East [PM Peak]

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[16.9]

Street Name:	Miguel Miranda Ave								Buena Vista Ave							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0
Volume Module:AM																
Base Vol:	0	0	0		15	0	11		4	471	0		0	745	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		15	0	11		4	471	0		0	745	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		15	0	11		4	471	0		0	745	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		15	0	11		4	471	0		0	745	11	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.8	6.5	6.9		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		994	1230	378		756	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		245	179	625		864	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		245	178	625		864	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.06	0.00	0.02		0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	329	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.3	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	16.9	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	C	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				16.9				xxxxxx				xxxxxx			
ApproachLOS:	*				C				*				*			

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

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

Intersection #10 Ex Traffic Condition + Other Development + Project_East [PM Peak]

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: A[8.6]

Street Name:	Miguel Miranda Ave						Meridian St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 0 1			0 1 0 0 0		
Volume Module:AM Peak												
Base Vol:	17	0	1	0	0	0	0	0	11	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	1	0	0	0	0	0	11	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	0	1	0	0	0	0	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	0	1	0	0	0	0	0	11	0	0	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	0	0	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1029	900	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1029	900	1091	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	1032	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

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

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

Intersection #13 Ex Traffic Condition + Other Development + Project_East [PM Peak]

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[11.3]

Street Name:	Buena Vista Ave									Eastside Access Road								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R		
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign					
Rights:	Include				Include				Include				Include					
Lanes:	1	0	2	0 0	0	0	1	1 0	1	0	0	0 1	0	0	0	0 0		
Volume Module:PM																		
Base Vol:	100	386	0	0	651	0	0	0	105	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:	100	386	0	0	651	0	0	0	105	0	0	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	100	386	0	0	651	0	0	0	105	0	0	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	100	386	0	0	651	0	0	0	105	0	0	0						
Critical Gap Module:																		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	651	xxxx	xxxxx	xxxx	xxxx	xxxxx	1044	xxxx	326	xxxx	xxxx	xxxxx						
Potent Cap.:	945	xxxx	xxxxx	xxxx	xxxx	xxxxx	228	xxxx	676	xxxx	xxxx	xxxxx						
Move Cap.:	945	xxxx	xxxxx	xxxx	xxxx	xxxxx	209	xxxx	676	xxxx	xxxx	xxxxx						
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.16	xxxx	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx						
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.3	xxxxx	xxxx	xxxxx						
LOS by Move:	A	*	*	*	*	*	*	*	B	*	*	*						
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*						
ApproachDel:	xxxxxx			xxxxxx			11.3			xxxxxx								
ApproachLOS:	*			*			B			*								

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

APPENDIX I

LOS ANALYSIS WORK SHEETS WITH PROPOSED MITIGATIONS

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

Intersection #1 Existing Traffic Conditions with Mitigation [AM Peak Hour]

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

Street Name:	I-605 NB Off Ramp						Live Oak Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	0 0	0 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	533	0	0	0	0	1146	0
Growth Adj:	1.00	1.00	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	533	0	0	0	0	1146	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	533	0	0	0	0	1146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	533	0	0	0	0	1146	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
FinalVolume:	0	0	0	0	0	533	0	0	0	0	1146	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	1600	0	0	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.36	0.00
Crit Moves:						****					****	

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

Intersection #1 Existing Traffic Conditions with Mitigation [PM Peak Hour]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	I-605 NB Off Ramp						Live Oak Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	0 0	0 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	609	0	0	0	0	944	0
Growth Adj:	1.00	1.00	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	609	0	0	0	0	944	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	609	0	0	0	0	944	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	609	0	0	0	0	944	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
FinalVolume:	0	0	0	0	0	609	0	0	0	0	944	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	1600	0	0	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.30	0.00
Crit Moves:						****					****	

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

Intersection #1 Existing + Project Traffic Conditions with Mitigation [AM Peak H

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	I-605 NB Off Ramp			Live Oak Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	0 0	0 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	544	0	0	0	0	1146	0
Growth Adj:	1.00	1.00	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	544	0	0	0	0	1146	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	544	0	0	0	0	1146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	544	0	0	0	0	1146	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
FinalVolume:	0	0	0	0	0	544	0	0	0	0	1146	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	1600	0	0	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.36	0.00
Crit Moves:						****					****	

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

Intersection #1 Existing + Project Traffic Conditions with Mitigation [PM Peak H

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	I-605 NB Off Ramp						Live Oak Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	0 0	1	0 0	0 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	619	0	0	0	0	944	0
Growth Adj:	1.00	1.00	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	619	0	0	0	0	944	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	619	0	0	0	0	944	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	619	0	0	0	0	944	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
FinalVolume:	0	0	0	0	0	619	0	0	0	0	944	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	1600	0	0	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.30	0.00
Crit Moves:						****					****	

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

Intersection #1 Existing + Other Development Traffic Conditions with Mitigation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.970
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	153	Level Of Service:	E

Street Name:	I-605 NB Off Ramp						Live Oak Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	0 1	0 0	0	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	735	0	0	0	0	1313	0
Growth Adj:	1.00	1.00	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	735	0	0	0	0	1313	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	735	0	0	0	0	1313	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	735	0	0	0	0	1313	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
FinalVolume:	0	0	0	0	0	735	0	0	0	0	1313	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	1600	0	0	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.41	0.00
Crit Moves:						****					****	

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

Intersection #1 Existing + Other Development Traffic Conditions with Mitigation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	173	Level Of Service:	E

Street Name:	I-605 NB Off Ramp						Live Oak Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	0 1	0 0	0	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	840	0	0	0	0	1151	0
Growth Adj:	1.00	1.00	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	840	0	0	0	0	1151	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	840	0	0	0	0	1151	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	840	0	0	0	0	1151	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
FinalVolume:	0	0	0	0	0	840	0	0	0	0	1151	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	1600	0	0	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.36	0.00
Crit Moves:						****					****	

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

Intersection #1 Existing + Other + Project Traffic Conditions with Mitigation [A

Cycle (sec):	100	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	162	Level Of Service:	E

Street Name:	I-605 NB Off Ramp						Live Oak Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 0 0 0			0 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	746	0	0	0	0	1313	0
Growth Adj:	1.00	1.00	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	746	0	0	0	0	1313	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	746	0	0	0	0	1313	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	746	0	0	0	0	1313	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
FinalVolume:	0	0	0	0	0	746	0	0	0	0	1313	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	1600	0	0	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.41	0.00
Crit Moves:						****					****	

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

****

Intersection #1 Existing + Other + Project Traffic Conditions with Mitigation [P

****

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

****

Street Name:	I-605 NB Off Ramp						Live Oak Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	0 1	0 0	0	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	850	0	0	0	0	1151	0
Growth Adj:	1.00	1.00	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	850	0	0	0	0	1151	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	850	0	0	0	0	1151	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	850	0	0	0	0	1151	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
FinalVolume:	0	0	0	0	0	850	0	0	0	0	1151	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	1600	0	0	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.36	0.00
Crit Moves:						****					****	

****

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

Intersection #6 Existing Traffic Conditions with Mitigation [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	0	3	0	2	0
Volume Module:AM Peak												
Base Vol:	0	0	0	391	0	515	0	456	0	0	1468	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	391	0	515	0	456	0	0	1468	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	391	0	0	0	456	0	0	1468	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	391	0	0	0	456	0	0	1468	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	391	0	0	0	456	0	0	1468	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3200	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.10	0.00	0.00	0.46	0.00
Crit Moves:				****			****				****	

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

Intersection #6 Exisitng Traffic Conditions with Mitigation [PM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	3	0 0	0 0	2	0 0
Volume Module:PM Peak												
Base Vol:	0	0	0	185	0	461	0	1180	0	0	435	0
Growth Adj:	1.00	1.00	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	185	0	461	0	1180	0	0	435	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	185	0	0	0	1180	0	0	435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	0	0	1180	0	0	435	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	185	0	0	0	1180	0	0	435	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3200	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.25	0.00	0.00	0.14	0.00
Crit Moves:				****				****		****		

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

Intersection #6 Existing + Project Traffic Conditions with Mitigation [AM Peak]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	0	3	0	2	0
Volume Module:AM Peak												
Base Vol:	0	0	0	391	0	610	0	546	0	0	1468	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	391	0	610	0	546	0	0	1468	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	391	0	0	0	546	0	0	1468	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	391	0	0	0	546	0	0	1468	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	391	0	0	0	546	0	0	1468	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3200	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.11	0.00	0.00	0.46	0.00
Crit Moves:				****			****				****	

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

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Intersection #6 Existing + Project Traffic Conditions with Mitigation [PM Peak]

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423	
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	30	Level Of Service:	A	

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Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	3	0 0	0 0	2	0 0
Volume Module:PM Peak												
Base Vol:	0	0	0	185	0	551	0	1275	0	0	435	0
Growth Adj:	1.00	1.00	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	185	0	551	0	1275	0	0	435	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	185	0	0	0	1275	0	0	435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	0	0	1275	0	0	435	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	185	0	0	0	1275	0	0	435	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3200	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.27	0.00	0.00	0.14	0.00
Crit Moves:				****				****		****		

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

Intersection #6 Existing + Other Dev Traffic Conditions with Mitigation [AM Peak

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	0	3	0	2	0
Volume Module:AM Peak												
Base Vol:	0	0	0	570	0	642	0	614	0	0	1599	0
Growth Adj:	1.00	1.00	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	570	0	642	0	614	0	0	1599	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	570	0	0	0	614	0	0	1599	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	570	0	0	0	614	0	0	1599	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	570	0	0	0	614	0	0	1599	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3200	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.13	0.00	0.00	0.50	0.00
Crit Moves:				****			****				****	

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

Intersection #6 Existing + Other Dev Traffic Conditions with Mitigation [PM Peak

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	3	0 0	0 0	2	0 0
Volume Module:PM Peak												
Base Vol:	0	0	0	364	0	664	0	1538	0	0	529	0
Growth Adj:	1.00	1.00	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	364	0	664	0	1538	0	0	529	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	364	0	0	0	1538	0	0	529	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	364	0	0	0	1538	0	0	529	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	364	0	0	0	1538	0	0	529	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3200	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.32	0.00	0.00	0.17	0.00
Crit Moves:				****				****		****		

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

Intersection #6 Existing + Other + Project Traffic Conditions with Mitigation [A

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	1	0	0	3	0	2	0
Volume Module:AM Peak												
Base Vol:	0	0	0	570	0	737	0	704	0	0	1599	0
Growth Adj:	1.00	1.00	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	570	0	737	0	704	0	0	1599	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	570	0	0	0	704	0	0	1599	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	570	0	0	0	704	0	0	1599	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	570	0	0	0	704	0	0	1599	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3200	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.15	0.00	0.00	0.50	0.00
Crit Moves:				****			****				****	

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

Intersection #6 Existing + Other + Project Traffic Conditions with Mitigation [P

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	I-605 SB Off Ramp						Arrow Hwy					
Approach:	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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	3	0 0	0 0	2	0 0
Volume Module:PM Peak												
Base Vol:	0	0	0	364	0	754	0	1633	0	0	529	0
Growth Adj:	1.00	1.00	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	364	0	754	0	1633	0	0	529	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	364	0	0	0	1633	0	0	529	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	364	0	0	0	1633	0	0	529	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	364	0	0	0	1633	0	0	529	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3200	0	1600	0	4800	0	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.34	0.00	0.00	0.17	0.00
Crit Moves:				****				****		****		

APPENDIX J

OFF-RAMP QUEUING ANALYSIS

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑			↱
Volume (veh/h)	0	0	1146	0	0	533
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1246	0	0	579
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		422				
pX, platoon unblocked						
vC, conflicting volume	1246				1246	623
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1246				1246	623
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	555				166	429

Direction, Lane #	WB 1	WB 2	SW 1
Volume Total	623	623	579
Volume Left	0	0	0
Volume Right	0	0	579
cSH	1700	1700	429
Volume to Capacity	0.37	0.37	1.35
Queue Length 95th (ft)	0	0	672
Control Delay (s)	0.0	0.0	198.6
Lane LOS			F
Approach Delay (s)	0.0		198.6
Approach LOS			F

Intersection Summary			
Average Delay	63.0		
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBT	WBT	SWL	SWR
Lane Group Flow (vph)	496	1596	425	560
v/c Ratio	0.47	1.02	1.93	0.35
Control Delay	26.9	49.7	459.1	0.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	26.9	49.7	459.1	0.6
Queue Length 50th (ft)	71	~377	~299	0
Queue Length 95th (ft)	102	#535	#463	0
Internal Link Dist (ft)	2969	722	570	
Turn Bay Length (ft)			505	
Base Capacity (vph)	1054	1566	220	1583
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.47	1.02	1.93	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: Live Oak Avenue & I-605 NB Off-ramp

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑			↱
Volume (veh/h)	0	0	944	0	0	609
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1026	0	0	662
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		422				
pX, platoon unblocked						
vC, conflicting volume	1026				1026	513
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1026				1026	513
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	672				231	506

Direction, Lane #	WB 1	WB 2	SW 1
Volume Total	513	513	662
Volume Left	0	0	0
Volume Right	0	0	662
cSH	1700	1700	506
Volume to Capacity	0.30	0.30	1.31
Queue Length 95th (ft)	0	0	706
Control Delay (s)	0.0	0.0	176.1
Lane LOS			F
Approach Delay (s)	0.0		176.1
Approach LOS			F

Intersection Summary			
Average Delay		69.1	
Intersection Capacity Utilization		70.5%	ICU Level of Service C
Analysis Period (min)		15	

6: Arrow Highway & I-605 SB Off-ramp

Lane Group	EBT	WBT	SWL	SWR
Lane Group Flow (vph)	1283	473	201	501
v/c Ratio	1.22	0.30	0.91	0.32
Control Delay	135.0	13.6	76.9	0.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	135.0	13.6	76.9	0.5
Queue Length 50th (ft)	~262	68	90	0
Queue Length 95th (ft)	#348	100	#208	0
Internal Link Dist (ft)	2969	722	570	
Turn Bay Length (ft)			500	
Base Capacity (vph)	1054	1566	220	1583
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.22	0.30	0.91	0.32

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: Live Oak Avenue & I-605 NB Off-ramp

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑			↱
Volume (veh/h)	0	0	1146	0	0	544
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1246	0	0	591
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		422				
pX, platoon unblocked						
vC, conflicting volume	1246				1246	623
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1246				1246	623
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	555				166	429

Direction, Lane #	WB 1	WB 2	SW 1
Volume Total	623	623	591
Volume Left	0	0	0
Volume Right	0	0	591
cSH	1700	1700	429
Volume to Capacity	0.37	0.37	1.38
Queue Length 95th (ft)	0	0	704
Control Delay (s)	0.0	0.0	210.1
Lane LOS			F
Approach Delay (s)	0.0		210.1
Approach LOS			F

Intersection Summary			
Average Delay	67.6		
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

6: Arrow Highway & I-605 SB Off-ramp

Lane Group	EBT	WBT	SWL	SWR
Lane Group Flow (vph)	593	1596	425	663
v/c Ratio	0.56	1.02	1.93	0.42
Control Delay	28.1	49.7	459.1	0.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	28.1	49.7	459.1	0.8
Queue Length 50th (ft)	87	~377	~299	0
Queue Length 95th (ft)	121	#535	#463	0
Internal Link Dist (ft)	2969	722	570	
Turn Bay Length (ft)			500	
Base Capacity (vph)	1054	1566	220	1583
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.56	1.02	1.93	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: Live Oak Avenue & I-605 NB Off-ramp

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑			↱
Volume (veh/h)	0	0	944	0	0	619
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1026	0	0	673
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		422				
pX, platoon unblocked						
vC, conflicting volume	1026				1026	513
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1026				1026	513
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	672				231	506

Direction, Lane #	WB 1	WB 2	SW 1
Volume Total	513	513	673
Volume Left	0	0	0
Volume Right	0	0	673
cSH	1700	1700	506
Volume to Capacity	0.30	0.30	1.33
Queue Length 95th (ft)	0	0	735
Control Delay (s)	0.0	0.0	184.9
Lane LOS			F
Approach Delay (s)	0.0		184.9
Approach LOS			F

Intersection Summary			
Average Delay	73.2		
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

6: Arrow Highway & I-605 SB Off-ramp

Lane Group	EBT	WBT	SWL	SWR
Lane Group Flow (vph)	1386	473	201	599
v/c Ratio	1.31	0.30	0.91	0.38
Control Delay	176.0	13.6	76.9	0.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	176.0	13.6	76.9	0.7
Queue Length 50th (ft)	~298	68	90	0
Queue Length 95th (ft)	#385	100	#208	0
Internal Link Dist (ft)	2969	722	570	
Turn Bay Length (ft)			500	
Base Capacity (vph)	1054	1566	220	1583
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.31	0.30	0.91	0.38

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: Live Oak Avenue & I-605 NB Off-ramp

AM PEAK

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑			↱
Volume (veh/h)	0	0	1313	0	0	746
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1427	0	0	811
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		422				
pX, platoon unblocked						
vC, conflicting volume	1427				1427	714
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1427				1427	714
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	472				126	374

Direction, Lane #	WB 1	WB 2	SW 1
Volume Total	714	714	811
Volume Left	0	0	0
Volume Right	0	0	811
cSH	1700	1700	374
Volume to Capacity	0.42	0.42	2.17
Queue Length 95th (ft)	0	0	1493
Control Delay (s)	0.0	0.0	557.7
Lane LOS			F
Approach Delay (s)	0.0		557.7
Approach LOS			F

Intersection Summary			
Average Delay	202.1		
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		

6: Arrow Highway & I-605 SB Off-ramp

AM PEAK

Lane Group	EBT	WBT	SWL	SWR
Lane Group Flow (vph)	765	1738	620	801
v/c Ratio	0.73	1.11	2.82	0.51
Control Delay	31.3	81.4	848.4	1.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	31.3	81.4	848.4	1.2
Queue Length 50th (ft)	117	~476	~484	0
Queue Length 95th (ft)	157	#607	#672	0
Internal Link Dist (ft)	2969	722	570	
Turn Bay Length (ft)			500	
Base Capacity (vph)	1054	1566	220	1583
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.73	1.11	2.82	0.51

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: Live Oak Avenue & I-605 NB Off-ramp

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑			↱
Volume (veh/h)	0	0	1151	0	0	850
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1251	0	0	924
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		422				
pX, platoon unblocked						
vC, conflicting volume	1251				1251	626
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1251				1251	626
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	0
cM capacity (veh/h)	552				165	427

Direction, Lane #	WB 1	WB 2	SW 1
Volume Total	626	626	924
Volume Left	0	0	0
Volume Right	0	0	924
cSH	1700	1700	427
Volume to Capacity	0.37	0.37	2.16
Queue Length 95th (ft)	0	0	1681
Control Delay (s)	0.0	0.0	551.7
Lane LOS			F
Approach Delay (s)	0.0		551.7
Approach LOS			F

Intersection Summary			
Average Delay	234.4		
Intersection Capacity Utilization	91.1%	ICU Level of Service	F
Analysis Period (min)	15		

6: Arrow Highway & I-605 SB Off-ramp

PM PEAK

Lane Group	EBT	WBT	SWL	SWR
Lane Group Flow (vph)	1775	575	396	820
v/c Ratio	1.68	0.37	1.80	0.52
Control Delay	336.5	14.3	402.1	1.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	336.5	14.3	402.1	1.2
Queue Length 50th (ft)	~433	86	~271	0
Queue Length 95th (ft)	#525	123	#431	0
Internal Link Dist (ft)	2969	722	570	
Turn Bay Length (ft)			500	
Base Capacity (vph)	1054	1566	220	1583
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.68	0.37	1.80	0.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX K

TRAFFIC SIGNAL WARRANT ANALYSIS

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

Intersection - New Access Road West and Buena Vista Street

Scenario - Existing + Project

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☑ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☑ No ☐

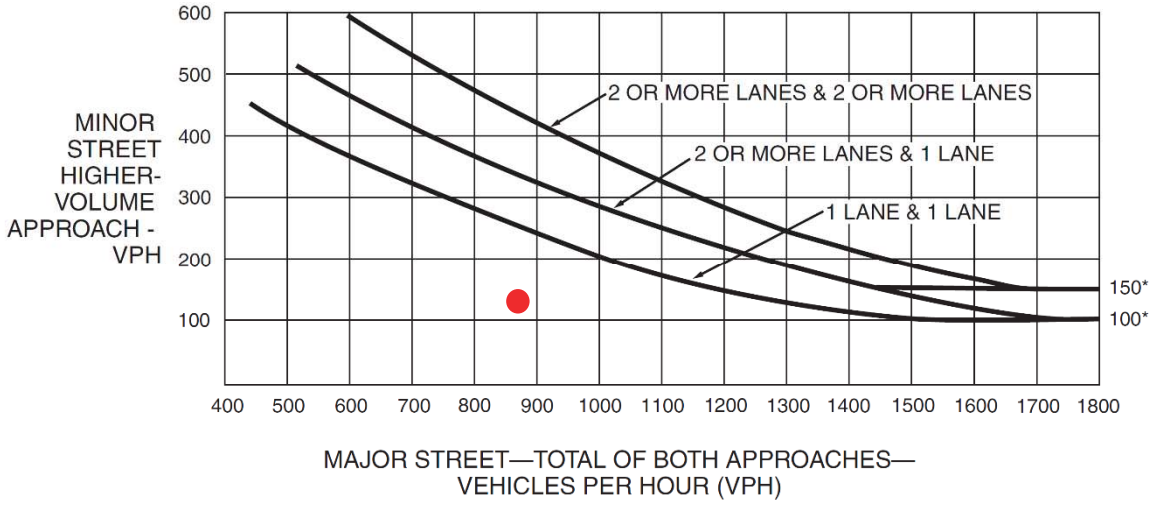
PART B **SATISFIED YES ☐ NO ☑**

APPROACH LANES	One	2 or More	Hour (PM Peak Hour)
Both Approaches - Major Street		✓	981
Higher Approach - Minor Street	✓		105

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

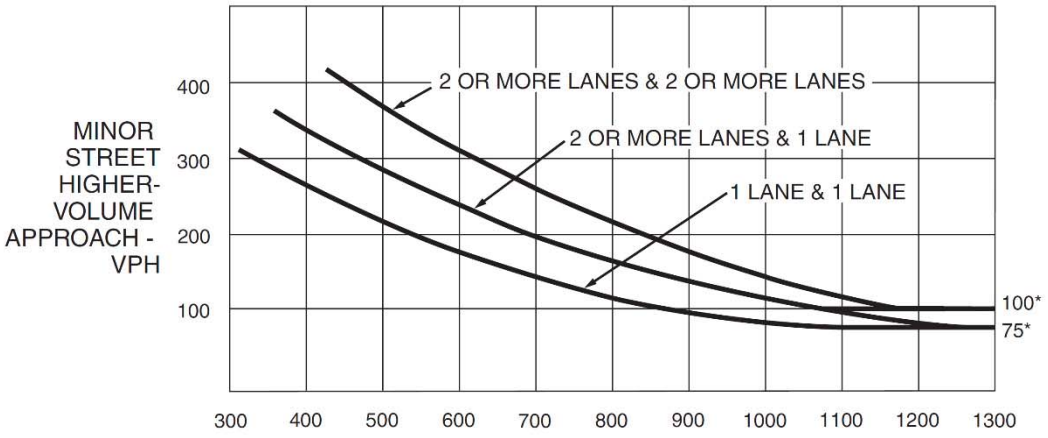
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

Intersection - New Access Road West and Buena Vista Street

Scenario - Existing + Other Development + Project

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☑	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☑	No ☐

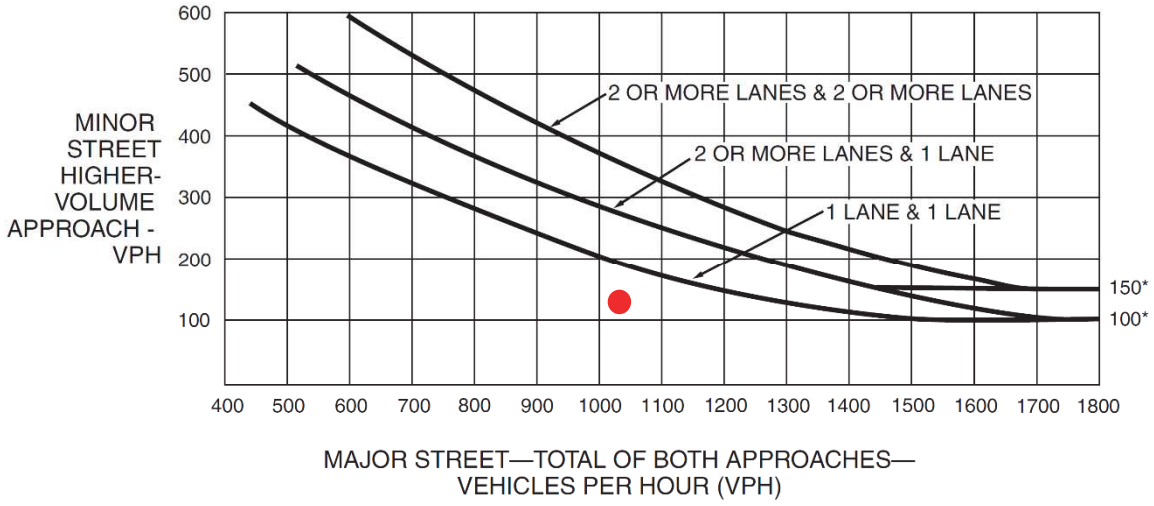
PART B **SATISFIED YES ☐ NO ☑**

APPROACH LANES	One	2 or More	Hour **(PM Peak Hour)**
Both Approaches - Major Street		✓	1,125
Higher Approach - Minor Street	✓		105

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

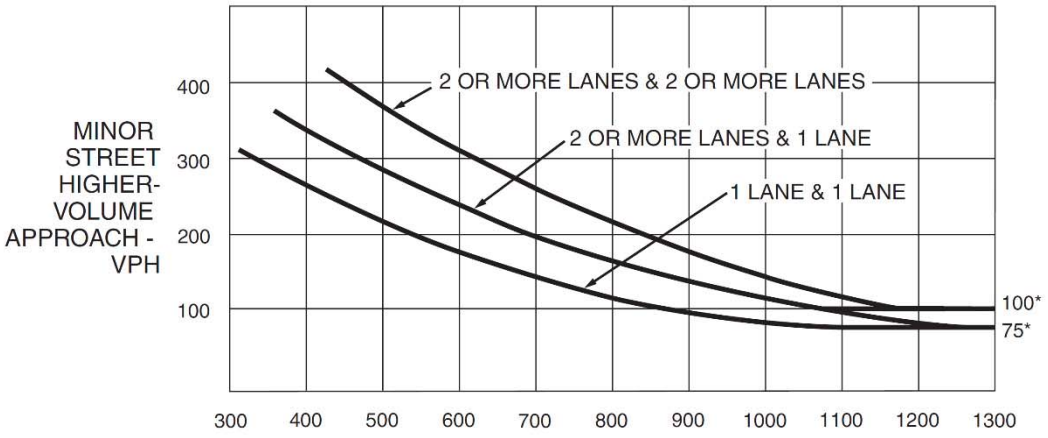
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

Intersection - Buena Vista Street and East Access Road

Scenario - Existing + Project

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☑ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☑ No ☐

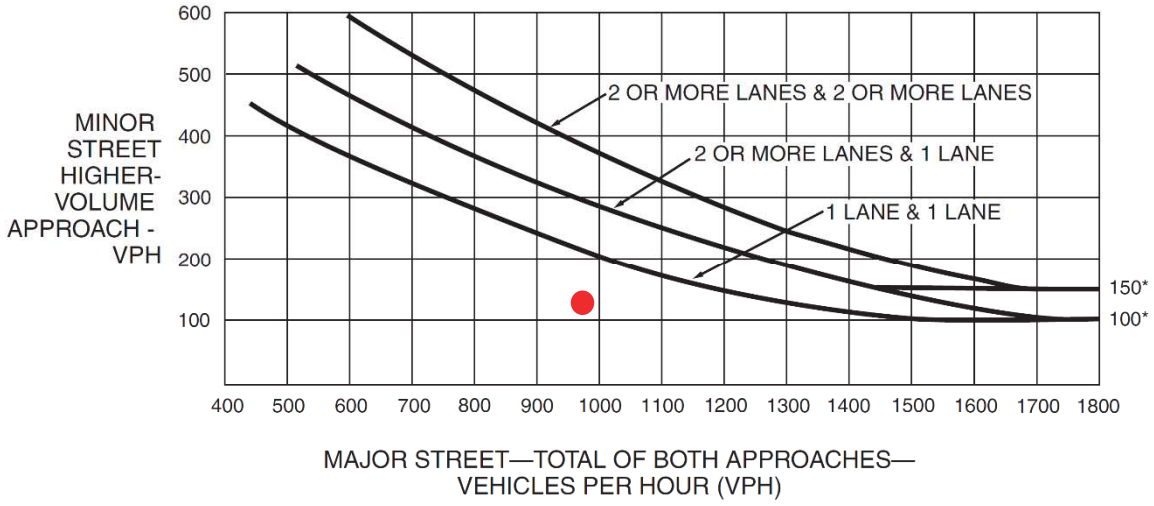
PART B **SATISFIED YES ☐ NO ☑**

APPROACH LANES	One	2 or More	Hour (PM Peak Hour)
Both Approaches - Major Street		✓	993
Higher Approach - Minor Street		✓	105

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

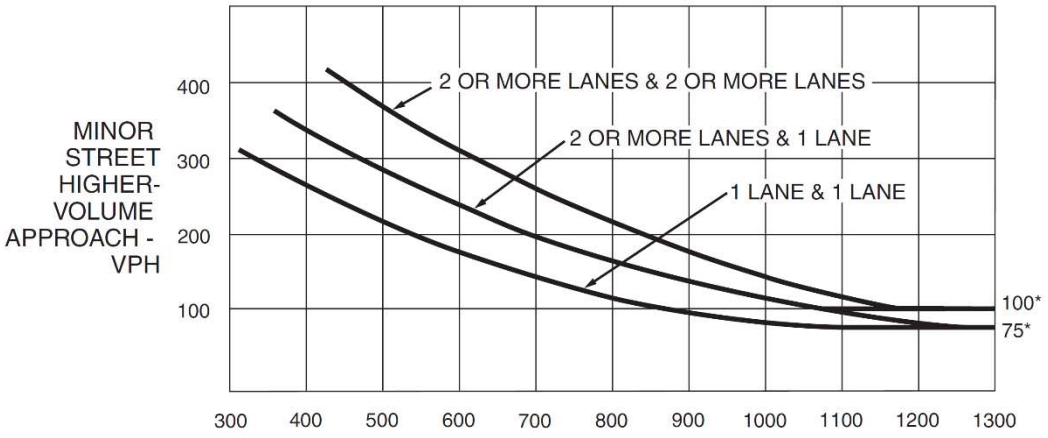
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

Intersection - Buena Vista Street and East Access Road

Scenario - Existing + Other Development + Project

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street						
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☑	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☑	No ☐

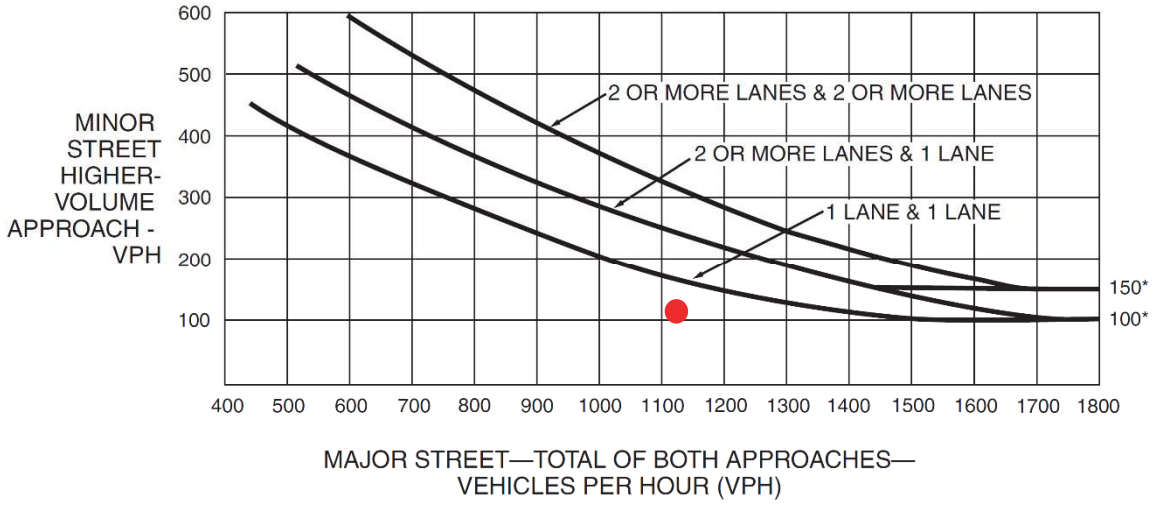
PART B **SATISFIED YES ☐ NO ☑**

APPROACH LANES	One	2 or More	Hour (PM Peak Hour)
Both Approaches - Major Street		✓	1,137
Higher Approach - Minor Street		✓	105

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

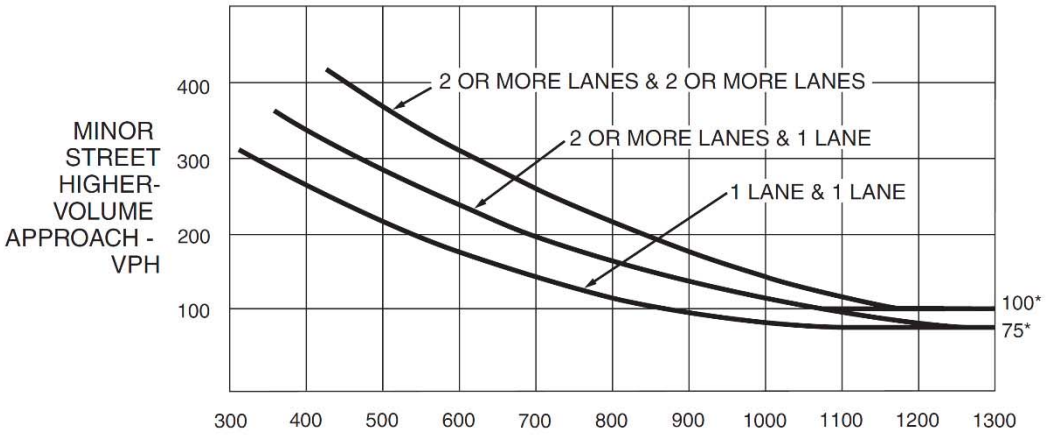
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.