Transit Analysis

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Information on Ridership

As currently projected, the proposed HST program would have approximately 25,000 daily boardings at the Transit Center. Using the most-recent estimates of arrival and departure characteristics of the HST passengers (see the October 16, 2009 letter from Dominic Spaethling at CHSRA to Bradford Townsend at TJPA, referred to as "*2009 Letter*"), information obtained from CHSRA and other sources, the following weekday PM peak hour travel demand by mode was estimated.

The 2009 Business Plan estimated that HST weekday daily boardings at the Transit Center are expected to be 20,600 for inter-regional trips and 4,400 for local trips, and 12% of the inter-regional trips and 17% of local trips are expected to occur during the peak hour, with the strongest directional demand (20% more riders) occurring for outbound local trips during the PM peak hour. These factors are summarized in Table 1 and used to calculate the boardings expected during the PM peak hour at the Transit Center.

Table 1
Summary of PM Peak Hour Boarding Calculations

Origin/Destination Market	Daily Boardings	Peak Hour as Percent of Daily	PM Peak Southbound Peaking Factor	PM Peak Boardings
Inter-Regional	20,600	12%	1.0	2,472
Local	4,400	17%	1.2	898
Total	**25,000**			**3,370**

Based on data presented in the *2009 Letter*, the PM peak hour alightings are expected to be approximately 53% of the PM peak hour boardings, which correspond to 1,780 PM peak hour alightings.

The *2009 Letter* also included the latest estimates of mode of travel (e.g., by private vehicles, transit, walk, etc.) for HST passengers at the Transit Center. However, this data does not fully account for the unique travel characteristics in downtown San Francisco and the currently-proposed program at the Transit Center (for instance, no rental car facilities or dedicated parking facilities are proposed). As such, modifications to the values were applied. The resulting estimates of the modal distribution are presented in Table 2.

Table 2
Summary of HST Passenger Mode of Travel

Source	Pick-up or Drop-off	Drive and Parked Own Vehicle	Rental Car	Taxi	Transit or Shuttle	Bike and Walk	Total
Original CHSRA Estimates	13%	14%	7%	9%	27%	30%	**100%**
Revised Estimates	13%	12%	0%	10%	33%	32%	**100%**

For these revised estimates, the following modifications to the original CHSRA estimates were made:

- The percentage of passengers who would drive and park own vehicle was reduced to account for the limited off-street parking available within the vicinity of the Transit Center. With the elimination of the public and private facilities on the site with the development of the Transbay Program, parking occupancy in the study area is projected to be close to 100% of capacity. This lack of availability, which would lead to a corresponding increase in parking costs, would force HST riders to divert to other modes, such as transit or walk/bike.
- Since no rental car facilities are proposed in the Transit Center and there are no nearby rental car offices, all HST passengers wishing to rent a vehicle would need to either take a taxi or transit (or a rental car shuttle) to and from the Transit Center.

For the HST passengers who would take transit or a shuttle, an assignment to the various transit operators was made based on the current and future transit ridership and capacity data in downtown San Francisco and taking into consideration of the likely origin and destination HST passengers in San Francisco and the region. The following presents the estimated distribution of transit riders (rounded to the nearest 5%):

- Muni buses that serve the Transit Center = 30%
- Muni Metro light rail (via the Market Street subway) or buses that do not serve the Transit Center = 30%
- BART to East Bay = 10%
- AC Transit = 10%
- Golden Gate Transit = 5%
- Other shuttles and transit = 20%

Table 3 presents the overall assignment of boarding and alighting HSR passengers at the Transit Center, in terms of primary mode of travel to and from the terminal.

Table 4 presents the actual mode of ingress and egress for HSR passengers at the Transit Center (i.e., vehicle, transit, walk and bike). Since all parking spaces would be located outside the terminal and some transit providers would not directly serve the Transit Center (such as BART, some Muni bus lines, and all Muni Metro light rail lines), these trips were assigned as walk trips to and from the Transit Center. Similarly, all drop-off and pick-up activities and taxis were assigned as vehicle trips to and from the Transit Center.

Table 3
Summary of PM Peak Boardings and Alightings by Mode

	Pick-up or Drop-off	Drive & Parked Vehicle	Taxi	Transit or Shuttle					Walk or Bike		Total
Overall Mode Splits	13%	12%	10%	33%					32%		**100%**
	Pick-up or Drop-off	**Drive & Parked Vehicle**	**Taxi**	**Muni**	**AC Transit**	**BART**	**GGT**	**Shuttles & Other**	**Walk**	**Bike**	
Boardings	438	404	337	337	101	101	34	202	404	34	**3,370**
Alightings	231	214	178	178	53	53	18	107	214	18	**1,780**
Total	**670**	**618**	**515**	**515**	**154**	**154**	**52**	**309**	**618**	**52**	**5,150**

Table 4
PM Peak HST Passengers by Mode of Access at Transit Center

	Vehicle (Taxi and Pick-up/Drop-off)	Transit (AC Transit, GGT, Muni and Shuttle at Terminal)	Walk (Primary mode, Walk to Transit, Walk to Parking)	Bike	Total
Mode of Access	23%	33%	43%	1%	**100%**
Boardings	775	1,112	1,449	34	3,370
Alightings	409	587	766	18	1,780
Total	**1,184**	**1,699**	**2,215**	**52**	**5,150**

Vehicular Traffic Analysis

Analysis Methodology

The operation of intersections can be analyzed using the level of service (LOS) methodology, a qualitative description of the performance of an intersection based on the average delay per vehicle. Intersection LOS ranges from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. LOS definitions for signalized intersections are described in **Table 1**. In San Francisco, LOS A through LOS D are considered excellent to satisfactory service levels, and LOS E and LOS F represent unacceptable service levels.

Table 1: Intersection Level of Service Definitions

LOS	Description	Total Delay (seconds/vehicle)
A	Little or no delay	≤ 10.0
B	Short traffic delay	> 10.0 and ≤ 20.0
C	Average traffic delay	> 20.0 and ≤ 35.0
D	Long traffic delay	> 35.0 and ≤ 55.0
E	Very long traffic delay	> 55.0 and ≤ 80.0
F	Extreme traffic delay	> 80.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

It should be noted that delay for intersections operating at LOS F is typically reported as "greater than 80.0 seconds," as 80.0 seconds is generally considered the limit of the meaningful range for the analysis methodology. However, since a substantial percentage of the analysis locations are projected to operate at LOS F under future-year scenarios, the actual seconds of delays are reported in order to facilitate comparison between scenarios. As such, changes in delays should only be considered at an order-of-magnitude basis.

The 27 study intersections were evaluated using the *2000 Highway Capacity Manual* (HCM) methodology[(1)]. For signalized intersections, this methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average delay and LOS are presented for the intersection. As required by the City and County of San Francisco, LOS is calculated using Dowling Associates' Traffix 8.0 software package.

(1) As part of the HCM methodology, adjustments are typically made to the capacity of each intersection to account for various factors that reduce the ability of the streets to accommodate vehicles (such as the downtown nature of the area, number of pedestrians, bus stops, vehicle types, lane widths, grades, on-street parking and queues).

2030 plus Project and Public Realm Plan Conditions

2030 plus Project and Public Realm Plan Conditions assume the rezoning of the Transit Center District soft sites and the roadway improvements proposed under the Public Realm Plan. Those proposed roadway improvements include the following elements:

- Provision of transit-only lanes on the following corridors:
    - Fremont Street between the Transbay Transit Center bus plaza and Mission Street; and,
    - Beale Street between Market Street and the Transbay Transit Center bus plaza;
- Strict enforcement of transit-only lanes on Mission street between Main Street and Third Street (although these lanes are currently present, they are not fully enforced and are used by regular traffic);
- Restriction of private vehicle access on Mission Street between Fremont Street and First Street;
- Establishment of two-way traffic and traffic lane reduction on the following currently one-way facilities:
    - Howard Street between Fremont Street and Second Street;
    - Folsom Street between Main Street and Second Street;
    - Spear Street between Market Street and Harrison Street; and,
    - Main Street between Market Street and Folsom Street
- Provision of median islands and center turn-lanes, resulting in a one lane reduction in each direction, on Second Street between Market Street and Folsom Street;
- Provision of extra-wide sidewalks, resulting in a one lane reduction, on the following corridors:
    - West side of Main Street between Market Street and Harrison Street;
    - West side of Spear Street between Market Street and Harrison Street;
    - East side of Beale Street between Market Street and Harrison Street; and,
    - West side of Fremont Street between Market Street and Mission Street.
- Provision of improved and wider sidewalks along both sides of major corridors within the project area; and,
- Provision of intersection bulb-outs at most locations within the project area.

Project Contributions- 2030 plus Project

	Intersection	Mvmt	Project Contrib. to Movement	Mvmt Share of Intersection
1	First/Market	SBT	**6.8%**	**45.3%**
		EBR	2.7%	10.3%
2	Fremont/Market	NBT	2.8%	53.6%
		NBR	1.2%	12.0%
4	First/Mission	SBT	0.9%	67.5%
		SBR	**16.0%**	**19.8%**
		WBT	100.0%	0.9%
5	Fremont/Mission	NBL	100.0%	0.9%
		NBT	2.7%	71.1%
		NBR	4.6%	23.4%
6	Beale/Mission	SBT	0.2%	62.6%
		EBT	**8.0%**	**11.6%**
7	Main/Mission	EBT	**7.5%**	**16.8%**
8	Second/Howard	WBL	**9.3%**	**12.0%**
		WBT	4.7%	46.0%
		WBR	3.0%	3.0%
9	First/ Howard	SBT	3.1%	22.7%
		SBR	**14.8%**	**24.7%**
10	Fremont/Howard	NBT	**18.1%**	**33.1%**
		WBR	7.6%	3.6%
11	Beale/Howard	WBT	1.5%	18.3%
12	Main/Howard	NBL	3.3%	3.6%
		WBT	1.5%	18.2%
14	Second/Folsom	WBR	33.7%	4.9%
		SBL	3.5%	6.1%
		SBT	**5.1%**	**25.5%**
		EBT	**8.1%**	**33.1%**
15	First/Folsom	SBL	1.7%	9.9%
		SBT	3.4%	30.7%
		EBT	**24.5%**	**25.4%**
16	Fremont/Folsom	NBT	8.6%	1.6%
		EBL	**46.4%**	**18.1%**
		EBT	0.6%	23.1%
17	Beale/Folsom	EBT	0.4%	33.0%
18	Main/Folsom	NBT	0.6%	7.0%
		EBT	0.1%	39.4%
		EBR	0.3%	13.8%
19	Spear/Folsom	EBT	0.1%	34.3%
20	The Embarcadero/Folsom	EBR	0.3%	7.8%
21	Second/Harrison	NBT	**13.2%**	**13.2%**
		SBT	3.7%	14.6%
		SBR	**6.3%**	**13.0%**
		EBT	0.4%	6.0%
22	First/Harrison	SBL	8.7%	0.7%
		SBT	2.0%	43.4%
		EBT	1.5%	1.9%
23	Fremont/Harrison	EBL	37.5%	0.5%
24	Main/Harrison	NBT	0.3%	15.8%
26	Second/Bryant	NBT	4.7%	21.6%
		SBT	3.3%	21.3%
		EBT	4.6%	26.1%

Source: AECOM, 2010.

Notes:

Movements that are impacted by the Project are shown in **bold**.

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

Intersection #1 First / Market / Battery / Bush

Cycle (sec):	60	Critical Vol./Cap.(X):	1.131
Loss Time (sec):	13	Average Delay (sec/veh):	95.8
Optimal Cycle:	180	Level Of Service:	F

Street Name:	First / Battery / Bush						Market					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	18	18	18	0	29	29	29	29	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	2	0	2	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	113	1075	262	0	403	254	3	349	0
Growth Adj:	1.00	1.00	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	113	1075	262	0	403	254	3	349	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	115	1097	267	0	411	259	3	356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	1097	267	0	411	259	3	356	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	115	1097	267	0	411	259	3	356	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.64	0.71	0.56	1.00	0.73	0.28	0.73	0.73	1.00
Lanes:	0.00	0.00	0.00	1.00	2.00	2.00	0.00	1.00	1.00	0.02	1.98	0.00
Final Sat.:	0	0	0	1211	2706	2131	0	1384	540	24	2768	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.41	0.13	0.00	0.30	0.48	0.13	0.13	0.00
Crit Moves:					****				****			
Green/Cycle:	0.00	0.00	0.00	0.30	0.30	0.30	0.00	0.48	0.48	0.48	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.32	1.35	0.42	0.00	0.61	0.99	0.27	0.27	0.00
Uniform Del:	0.0	0.0	0.0	16.2	21.0	16.8	0.0	11.4	15.4	9.2	9.2	0.0
IncremntDel:	0.0	0.0	0.0	2.3	166	2.0	0.0	4.2	54.1	0.5	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	18.5	187	18.8	0.0	15.6	69.6	9.7	9.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.5	187	18.8	0.0	15.6	69.6	9.7	9.7	0.0
LOS by Move:	A	A	A	B	F	B	A	B	E	A	A	A
HCM2kAvgQ:	0	0	0	2	32	3	0	7	10	2	2	0

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

Intersection #2 Fremont / Market / Front

Cycle (sec):	60	Critical Vol./Cap.(X):	1.261
Loss Time (sec):	11	Average Delay (sec/veh):	250.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Fremont / Front						Market					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	0	0	0	22	22	0	0	22	22
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	1	0	0	0	0	0	0	1	1
Volume Module:												
Base Vol:	63	1410	321	0	0	0	7	540	0	0	304	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1410	321	0	0	0	7	540	0	0	304	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	64	1439	328	0	0	0	7	551	0	0	310	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1439	328	0	0	0	7	551	0	0	310	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1439	328	0	0	0	7	551	0	0	310	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.60	0.60	1.00	1.00	1.00	0.77	0.62	1.00	1.00	0.62	0.62
Lanes:	0.06	1.58	0.36	0.00	0.00	0.00	0.02	1.98	0.00	0.00	1.91	0.09
Final Sat.:	81	1815	413	0	0	0	30	2327	0	0	2248	111
Capacity Analysis Module:												
Vol/Sat:	0.79	0.79	0.79	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.14	0.14
Crit Moves:	****							****				
Green/Cycle:	0.45	0.45	0.45	0.00	0.00	0.00	0.37	0.37	0.00	0.00	0.37	0.37
Volume/Cap:	1.76	1.76	1.76	0.00	0.00	0.00	0.65	0.65	0.00	0.00	0.38	0.38
Uniform Del:	16.5	16.5	16.5	0.0	0.0	0.0	15.8	15.8	0.0	0.0	14.0	14.0
IncremntDel:	346.6	347	346.6	0.0	0.0	0.0	3.7	3.7	0.0	0.0	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	363.1	363	363.1	0.0	0.0	0.0	19.5	19.5	0.0	0.0	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	363.1	363	363.1	0.0	0.0	0.0	19.5	19.5	0.0	0.0	15.2	15.2
LOS by Move:	F	F	F	A	A	A	B	B	A	A	B	B
HCM2kAvgQ:	87	70	70	0	0	0	6	5	0	0	3	3

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

Intersection #3 Second / Mission

Cycle (sec):	60	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	8	Average Delay (sec/veh):	27.6
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Second						Mission					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	31	31	31	31	31	31
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:	1 0	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	173	308	128	21	293	60	1	125	540	4	371	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	308	128	21	293	60	1	125	540	4	371	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	177	314	131	21	299	61	1	128	551	4	379	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	314	131	21	299	61	1	128	551	4	379	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	314	131	21	299	61	1	128	551	4	379	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.62	0.52	0.22	0.49	0.41	0.66	0.43	0.66	0.72	0.48	0.72
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.01	0.99	1.00	0.01	1.63	0.36
Final Sat.:	550	1173	997	416	922	783	7	817	1245	16	1475	497
Capacity Analysis Module:												
Vol/Sat:	0.32	0.27	0.13	0.05	0.32	0.08	0.16	0.16	0.44	0.26	0.26	0.26
Crit Moves:					****				****			
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.92	0.77	0.37	0.15	0.93	0.22	0.30	0.30	0.86	0.50	0.50	0.50
Uniform Del:	18.7	17.3	14.6	13.4	18.8	13.7	8.3	8.3	12.6	9.4	9.4	9.4
IncremntDel:	46.1	12.8	3.1	2.1	34.5	1.9	0.3	0.3	11.5	1.7	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.8	30.1	17.6	15.5	53.3	15.6	8.7	8.7	24.1	11.1	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	30.1	17.6	15.5	53.3	15.6	8.7	8.7	24.1	11.1	11.1	11.1
LOS by Move:	E	C	B	B	D	B	A	A	C	B	B	B
HCM2kAvgQ:	7	7	2	0	10	1	2	1	9	5	4	5

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

Intersection #4 First / Mission

Cycle (sec):	60	Critical Vol./Cap.(X):	1.468
Loss Time (sec):	8	Average Delay (sec/veh):	297.3
Optimal Cycle:	180	Level Of Service:	F

Street Name:	First						Mission					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	23	23	23	0	29	29	29	29	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	2 1	0	0 0	0 0	1	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	1536	382	0	0	269	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1536	382	0	0	269	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	0	1567	390	0	0	274	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1567	390	0	0	274	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1567	390	0	0	274	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.70	0.54	0.54	1.00	0.66	0.23	1.00	0.66	1.00
Lanes:	0.00	0.00	0.00	0.00	2.40	0.60	0.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	2488	619	0	0	428	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.64	0.00	0.00	0.00
Crit Moves:						****			****			
Green/Cycle:	0.00	0.00	0.00	0.00	0.38	0.38	0.00	0.00	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	1.64	1.64	0.00	0.00	1.33	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	0.0	18.5	18.5	0.0	0.0	15.5	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	0.0	293	293.4	0.0	0.0	177.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	312	311.9	0.0	0.0	192.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	312	311.9	0.0	0.0	192.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	F	F	A	A	F	A	A	A
HCM2kAvgQ:	0	0	0	0	49	49	0	0	16	0	0	0

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

Intersection #5 Fremont / Mission

Cycle (sec):	60	Critical Vol./Cap.(X):	1.478
Loss Time (sec):	8	Average Delay (sec/veh):	209.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Fremont									Mission								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permitted			Permitted								
Rights:	Include			Include			Include			Include								
Min. Green:	33	33	33	0	0	0	19	19	0	0	19	19						
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Volume Module:																		
Base Vol:	0	1536	495	0	0	0	0	0	0	0	0	103						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	0	1536	495	0	0	0	0	0	0	0	0	103						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98						
PHF Volume:	0	1567	505	0	0	0	0	0	0	0	0	105						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	0	1567	505	0	0	0	0	0	0	0	0	105						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVolume:	0	1567	505	0	0	0	0	0	0	0	0	105						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.50	0.63	0.22	1.00	1.00	1.00	1.00	0.66	1.00	1.00	0.66	0.74						
Lanes:	0.00	2.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00						
Final Sat.:	0	2388	419	0	0	0	0	0	0	0	0	1408						
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.66	1.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07						
Crit Moves:			****									****						
Green/Cycle:	0.55	0.55	0.55	0.00	0.00	0.00	0.32	0.32	0.00	0.00	0.32	0.32						
Volume/Cap:	0.00	1.19	2.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23						
Uniform Del:	0.0	13.5	13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0						
IncremntDel:	0.0	94.8	550.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2						
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Delay Adj:	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00						
Delay/Veh:	0.0	108	564.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.2						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	0.0	108	564.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.2						
LOS by Move:	A	F	F	A	A	A	A	A	A	A	A	B						
HCM2kAvgQ:	0	35	45	0	0	0	0	0	0	0	0	2						

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

Intersection #6 Beale / Mission

Cycle (sec):	60	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	8	Average Delay (sec/veh):	178.3
Optimal Cycle:	119	Level Of Service:	F

Street Name:	Beale									Mission								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permitted			Permitted								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	21	21	21	0	31	31	31	31	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	1	1	0	1	0	0	1	0	1	1	0	1	0	1
Volume Module:																		
Base Vol:	0	0	0	60	1610	19	0	275	258	281	48	0						
Growth Adj:	1.00	1.00	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	60	1610	19	0	275	258	281	48	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98						
PHF Volume:	0	0	0	61	1643	19	0	281	263	287	49	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	0	0	0	61	1643	19	0	281	263	287	49	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	61	1643	19	0	281	263	287	49	0						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	1.00	1.00	1.00	0.83	0.83	0.75	1.00	0.57	0.73	0.48	0.57	1.00						
Lanes:	0.00	0.00	0.00	0.07	1.93	1.00	0.00	1.00	1.00	1.00	1.00	1.00						
Final Sat.:	0	0	0	114	3054	1424	0	1074	1384	903	1074	1900						
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00	0.54	0.54	0.01	0.00	0.26	0.19	0.32	0.05	0.00						
Crit Moves:					****					****								
Green/Cycle:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.52	0.52	0.52	0.52	0.00						
Volume/Cap:	0.00	0.00	0.00	1.54	1.54	0.04	0.00	0.51	0.37	0.61	0.09	0.00						
Uniform Del:	0.0	0.0	0.0	19.5	19.5	12.8	0.0	9.5	8.7	10.3	7.3	0.0						
IncremntDel:	0.0	0.0	0.0	246.1	246	0.1	0.0	3.3	1.5	5.9	0.3	0.0						
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00						
Delay/Veh:	0.0	0.0	0.0	265.6	266	13.0	0.0	12.8	10.1	16.2	7.7	0.0						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	0.0	0.0	0.0	265.6	266	13.0	0.0	12.8	10.1	16.2	7.7	0.0						
LOS by Move:	A	A	A	F	F	B	A	B	B	B	A	A						
HCM2kAvgQ:	0	0	0	57	57	0	0	4	3	5	1	0						

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

Intersection #7 Main / Mission

Cycle (sec):	60	Critical Vol./Cap.(X):	1.879
Loss Time (sec):	8	Average Delay (sec/veh):	104.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Main									Mission								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permit+Prot			Permitted								
Rights:	Include			Include			Include			Include								
Min. Green:	21	21	21	0	0	0	8	31	0	0	19	19						
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	1! 0	0		0	1	0	0	0	1	0	1	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	180	427	173	110	343	0	48	296	0	55	173	79								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	180	427	173	110	343	0	48	296	0	55	173	79								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98								
PHF Volume:	184	436	177	112	350	0	49	302	0	56	177	81								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	184	436	177	112	350	0	49	302	0	56	177	81								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	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:	184	436	177	112	350	0	49	302	0	56	177	81								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.81	0.81	0.81	0.87	0.87	1.00	0.47	0.81	0.95	0.77	0.77	0.77								
Lanes:	0.23	0.55	0.22	0.24	0.76	0.00	1.00	2.00	0.00	0.36	1.13	0.51								
Final Sat.:	356	845	342	402	1254	0	892	3093	0	522	1643	750								
Capacity Analysis Module:																				
Vol/Sat:	0.52	0.52	0.52	0.28	0.28	0.00	0.05	0.10	0.00	0.11	0.11	0.11								
Crit Moves:			****	****			****				****									
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.31	0.31								
Volume/Cap:	1.47	1.47	1.47	xxxx	xxxx	0.00	0.09	0.19	0.00	xxxx	0.35	0.35								
Uniform Del:	19.5	19.5	19.5	0.0	0.0	0.0	9.4	8.0	0.0	0.0	16.0	16.0								
IncremntDel:	223.0	223	223.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	1.1	1.1								
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00								
Delay/Veh:	242.5	242	242.5	0.0	0.0	0.0	9.8	8.3	0.0	0.0	17.1	17.1								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	242.5	242	242.5	0.0	0.0	0.0	9.8	8.3	0.0	0.0	17.1	17.1								
LOS by Move:	F	F	F	A	A	A	A	A	A	A	B	B								
HCM2kAvgQ:	48	48	48	8	8	0	1	2	0	3	2	2								

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

Intersection #8 Second / Howard

Cycle (sec):	60	Critical Vol./Cap.(X):	5.115
Loss Time (sec):	7	Average Delay (sec/veh):	855.3
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Second									Howard								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Split Phase			Split Phase								
Rights:	Include			Include			Include			Include								
Min. Green:	21	21	0	0	21	21	0	0	0	32	32	32						
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:	1	0	0 1	0		1	0	0	1	0	0	0	0	0	0	0	1	0	1	0
Volume Module:																				
Base Vol:	441	405	387	0	446	527	0	0	0	617	2474	162								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	441	405	387	0	446	527	0	0	0	617	2474	162								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98								
PHF Volume:	450	413	395	0	455	538	0	0	0	630	2524	165								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	450	413	395	0	455	538	0	0	0	630	2524	165								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	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:	450	413	395	0	455	538	0	0	0	630	2524	165								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.08	0.42	0.82	0.75	0.44	0.44	1.00	1.00	1.00	0.60	0.60	0.60								
Lanes:	1.00	0.67	0.33	1.00	0.46	0.54	0.00	0.00	0.00	0.38	1.52	0.10								
Final Sat.:	146	533	509	1425	379	448	0	0	0	435	1746	114								
Capacity Analysis Module:																				
Vol/Sat:	3.07	0.78	0.78	0.00	1.20	1.20	0.00	0.00	0.00	1.45	1.45	1.45								
Crit Moves:	****									****								
Green/Cycle:	0.35	0.35	0.35	0.00	0.35	0.35	0.00	0.00	0.00	0.53	0.53	0.53								
Volume/Cap:	3.75	2.22	2.22	0.00	3.43	3.43	0.00	0.00	0.00	2.71	2.71	2.71								
Uniform Del:	19.5	19.5	19.5	0.0	19.5	19.5	0.0	0.0	0.0	14.0	14.0	14.0								
IncremntDel:	1258	556	556.3	0.0	1103	1103	0.0	0.0	0.0	772.3	772	772.3								
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00								
Delay/Veh:	1277	576	575.8	0.0	1122	1122	0.0	0.0	0.0	786.3	786	786.3								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	1277	576	575.8	0.0	1122	1122	0.0	0.0	0.0	786.3	786	786.3								
LOS by Move:	F	F	F	A	F	F	A	A	A	F	F	F								
HCM2kAvgQ:	50	54	105	0	106	106	0	0	0	169	169	169								

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

Intersection #9 First / Howard

Cycle (sec):	60	Critical Vol./Cap.(X):	2.297
Loss Time (sec):	11	Average Delay (sec/veh):	420.4
Optimal Cycle:	180	Level Of Service:	F

Street Name:	First									Howard								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permitted			Permitted								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	0	25	25	0	0	0	24	24	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	2	1	0	0	0	0	1	0	0	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0	76	1144	1093	0	710	80	0	1869	0								
Growth Adj:	1.00	1.00	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	76	1144	1093	0	710	80	0	1869	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98								
PHF Volume:	0	0	0	78	1167	1115	0	724	82	0	1907	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	78	1167	1115	0	724	82	0	1907	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	78	1167	1115	0	724	82	0	1907	0								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	1.00	1.00	1.00	0.75	0.45	0.52	1.00	0.89	0.89	0.65	0.67	1.00								
Lanes:	0.00	0.00	0.00	1.00	2.00	1.00	0.00	0.90	0.10	0.00	2.00	0.00								
Final Sat.:	0	0	0	1424	1696	990	0	1515	171	0	2547	0								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.05	0.69	1.13	0.00	0.48	0.48	0.00	0.75	0.00								
Crit Moves:						****					****									
Green/Cycle:	0.00	0.00	0.00	0.42	0.42	0.42	0.00	0.40	0.40	0.00	0.40	0.00								
Volume/Cap:	0.00	0.00	0.00	0.13	1.65	2.70	0.00	1.20	1.20	0.00	1.87	0.00								
Uniform Del:	0.0	0.0	0.0	10.8	17.5	17.5	0.0	18.0	18.0	0.0	18.0	0.0								
IncremntDel:	0.0	0.0	0.0	0.5	296	770.6	0.0	102	102.0	0.0	396	0.0								
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00								
Delay/Veh:	0.0	0.0	0.0	11.3	314	788.1	0.0	120	120.0	0.0	414	0.0								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	0.0	0.0	0.0	11.3	314	788.1	0.0	120	120.0	0.0	414	0.0								
LOS by Move:	A	A	A	B	F	F	A	F	F	A	F	A								
HCM2kAvgQ:	0	0	0	1	45	119	0	35	35	0	75	0								

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

Intersection #10 Fremont / Howard

Cycle (sec):	60	Critical Vol./Cap.(X):	4.359
Loss Time (sec):	12	Average Delay (sec/veh):	453.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Fremont									Howard								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permitted			Permitted								
Rights:	Include			Include			Include			Include								
Min. Green:	21	21	21	0	0	0	0	0	0	0	27	27						
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:	1	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	580	1312	339	0	0	0	407	221	0	0	1512	159								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	580	1312	339	0	0	0	407	221	0	0	1512	159								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98								
PHF Volume:	592	1339	346	0	0	0	415	226	0	0	1543	162								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	592	1339	346	0	0	0	415	226	0	0	1543	162								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	592	1339	346	0	0	0	415	226	0	0	1543	162								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.75	0.78	0.78	1.00	1.00	1.00	0.11	0.11	1.00	1.00	0.82	0.82								
Lanes:	1.00	2.38	0.62	0.00	0.00	0.00	0.65	0.35	0.00	0.00	1.81	0.19								
Final Sat.:	1424	3523	910	0	0	0	135	73	0	0	2829	298								
Capacity Analysis Module:																				
Vol/Sat:	0.42	0.38	0.38	0.00	0.00	0.00	3.07	3.07	0.00	0.00	0.55	0.55								
Crit Moves:	****							****												
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.45	0.45								
Volume/Cap:	1.19	1.09	1.09	0.00	0.00	0.00	6.83	6.83	0.00	0.00	1.21	1.21								
Uniform Del:	19.5	19.5	19.5	0.0	0.0	0.0	16.5	16.5	0.0	0.0	16.5	16.5								
IncremntDel:	102.9	50.0	50.0	0.0	0.0	0.0	2644	2644	0.0	0.0	102	102.1								
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00								
Delay/Veh:	122.4	69.5	69.5	0.0	0.0	0.0	2660	2660	0.0	0.0	119	118.6								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	122.4	69.5	69.5	0.0	0.0	0.0	2660	2660	0.0	0.0	119	118.6								
LOS by Move:	F	E	E	A	A	A	F	F	A	A	F	F								
HCM2kAvgQ:	26	23	23	0	0	0	80	80	0	0	39	39								

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

Intersection #11 Beale / Howard

Cycle (sec):	60	Critical Vol./Cap.(X):	1.766
Loss Time (sec):	10	Average Delay (sec/veh):	221.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Beale						Howard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	0	19	19	19	19	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	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	158	994	894	0	590	55	0	594	0
Growth Adj:	1.00	1.00	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	158	994	894	0	590	55	0	594	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	161	1014	912	0	602	56	0	606	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	161	1014	912	0	602	56	0	606	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	161	1014	912	0	602	56	0	606	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.25	0.78	0.44	1.00	0.89	0.89	0.95	0.67	1.00
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.91	0.09	0.00	2.00	0.00
Final Sat.:	0	0	0	2379	1479	843	0	1547	144	0	2537	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.69	1.08	0.00	0.39	0.39	0.00	0.24	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.52	0.52	0.52	0.00	0.32	0.32	0.00	0.32	0.00
Volume/Cap:	0.00	0.00	0.00	0.13	1.33	2.09	0.00	1.23	1.23	0.00	0.75	0.00
Uniform Del:	0.0	0.0	0.0	7.5	14.5	14.5	0.0	20.5	20.5	0.0	18.4	0.0
IncremntDel:	0.0	0.0	0.0	0.2	152	496.2	0.0	119	118.7	0.0	6.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	7.7	167	510.7	0.0	139	139.2	0.0	24.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.7	167	510.7	0.0	139	139.2	0.0	24.9	0.0
LOS by Move:	A	A	A	A	F	F	A	F	F	A	C	A
HCM2kAvgQ:	0	0	0	2	54	81	0	31	31	0	7	0

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

Intersection #12 Main / Howard

Cycle (sec):	60	Critical Vol./Cap.(X):	3.353
Loss Time (sec):	7	Average Delay (sec/veh):	519.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Main						Howard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	0	0	0	33	33	0	0	25	25
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	1! 0	0	0	1	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	87	779	17	0	409	0	205	381	0	87	446	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	779	17	0	409	0	205	381	0	87	446	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	89	795	17	0	417	0	209	389	0	89	455	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	795	17	0	417	0	209	389	0	89	455	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	795	17	0	417	0	209	389	0	89	455	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	1.00	0.90	1.00	0.13	0.13	0.25	0.26	0.26	0.26
Lanes:	0.10	0.88	0.02	0.00	1.00	0.00	0.35	0.65	0.00	0.29	1.48	0.23
Final Sat.:	153	1366	30	0	1710	0	88	163	0	140	718	113
Capacity Analysis Module:												
Vol/Sat:	0.58	0.58	0.58	0.00	0.24	0.00	2.38	2.38	0.00	0.63	0.63	0.63
Crit Moves:		****						****				
Green/Cycle:	0.33	0.33	0.33	0.00	0.33	0.00	0.55	0.55	0.00	0.55	0.55	0.55
Volume/Cap:	1.75	1.75	1.75	0.00	0.73	0.00	4.33	4.33	0.00	1.15	1.15	1.15
Uniform Del:	20.0	20.0	20.0	0.0	17.6	0.0	13.5	13.5	0.0	13.5	13.5	13.5
IncremntDel:	343.8	344	343.8	0.0	8.1	0.0	1514	1514	0.0	88.5	88.5	88.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	363.8	364	363.8	0.0	25.7	0.0	1527	1527	0.0	102.0	102	102.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	363.8	364	363.8	0.0	25.7	0.0	1527	1527	0.0	102.0	102	102.0
LOS by Move:	F	F	F	A	C	A	F	F	A	F	F	F
HCM2kAvgQ:	65	65	65	0	9	0	69	69	0	15	15	15

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

Intersection #13 Spear / Howard

Cycle (sec):	60	Critical Vol./Cap.(X):	1.033
Loss Time (sec):	7	Average Delay (sec/veh):	44.5
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Spear									Howard		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	25	25	25	0	28	28	28	28	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	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	42	254	83	97	238	200	39	328	87	124	400	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	254	83	97	238	200	39	328	87	124	400	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	43	259	85	99	243	204	40	335	89	127	408	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	259	85	99	243	204	40	335	89	127	408	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	259	85	99	243	204	40	335	89	127	408	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.65	0.65	0.65	0.72	0.36	0.36	0.32	0.32	0.64
Lanes:	0.11	0.67	0.22	0.18	0.45	0.37	0.09	1.51	0.40	0.44	1.43	0.13
Final Sat.:	170	1027	336	225	553	464	122	1027	272	267	863	153
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.44	0.44	0.44	0.33	0.33	0.33	0.47	0.47	0.47
Crit Moves:					****						****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.61	0.61	0.61	1.05	1.05	1.05	0.70	0.70	0.70	1.01	1.01	1.01
Uniform Del:	13.7	13.7	13.7	17.5	17.5	17.5	12.7	12.7	12.7	16.0	16.0	16.0
IncremntDel:	4.2	4.2	4.2	54.8	54.8	54.8	6.0	6.0	6.0	40.2	40.2	40.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.9	17.9	17.9	72.3	72.3	72.3	18.7	18.7	18.7	56.2	56.2	56.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	17.9	17.9	72.3	72.3	72.3	18.7	18.7	18.7	56.2	56.2	56.2
LOS by Move:	B	B	B	E	E	E	B	B	B	E	E	E
HCM2kAvgQ:	6	6	6	19	19	19	8	5	5	7	7	14

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

Intersection #14 Second / Folsom

Cycle (sec):	60	Critical Vol./Cap.(X):	2.236
Loss Time (sec):	7	Average Delay (sec/veh):	331.9
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Second									Folsom		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	21	7	32	0	21	21	21	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	1 1 0	1	0	1 0 0	0	1	2 0 1	0	0	0 0 1
Volume Module:												
Base Vol:	0	402	138	248	1024	0	483	1288	172	0	0	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	402	138	248	1024	0	483	1288	172	0	0	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	410	141	253	1045	0	493	1314	176	0	0	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	141	253	1045	0	493	1314	176	0	0	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	141	253	1045	0	493	1314	176	0	0	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.81	0.81	0.13	0.44	1.00	0.79	0.50	0.72	1.00	1.00	0.78
Lanes:	0.00	1.49	0.51	1.00	1.00	0.00	0.57	2.43	1.00	0.00	0.00	1.00
Final Sat.:	0	2280	783	256	838	0	863	2301	1367	0	0	1479
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.99	1.25	0.00	0.57	0.57	0.13	0.00	0.00	0.16
Crit Moves:					****			****				****
Green/Cycle:	0.35	0.35	0.35	0.53	0.53	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.51	1.97	2.35	0.00	1.63	1.63	0.37	0.00	0.00	xxxx
Uniform Del:	0.0	15.5	15.5	20.3	14.1	0.0	19.5	19.5	14.5	0.0	0.0	0.0
IncremntDel:	0.0	1.8	1.8	461.8	616	0.0	288.5	288	2.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.2	17.2	482.1	630	0.0	308.0	308	16.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.2	17.2	482.1	630	0.0	308.0	308	16.7	0.0	0.0	0.0
LOS by Move:	A	B	B	F	F	A	F	F	B	A	A	A
HCM2kAvgQ:	0	5	5	22	94	0	64	41	2	0	0	4

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

Intersection #15 First / Folsom

Cycle (sec):	60	Critical Vol./Cap.(X):	1.321
Loss Time (sec):	9	Average Delay (sec/veh):	143.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	First									Folsom								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permitted			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	30	30	0	0	12	12	9	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	1	2	1	0	0	0	2	0	1	1	0	1	0	0
Volume Module:																		
Base Vol:	0	0	0	290	879	0	0	569	329	453	228	0						
Growth Adj:	1.00	1.00	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	290	879	0	0	569	329	453	228	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98						
PHF Volume:	0	0	0	296	897	0	0	581	336	462	233	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	0	0	0	296	897	0	0	581	336	462	233	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	296	897	0	0	581	336	462	233	0						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	1.00	1.00	1.00	0.32	0.31	0.91	1.00	0.84	0.52	0.86	0.90	1.00						
Lanes:	0.00	0.00	0.00	0.96	3.04	0.00	0.00	2.00	1.00	1.00	1.00	0.00						
Final Sat.:	0	0	0	590	1788	0	0	3184	997	1625	1710	0						
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.18	0.34	0.28	0.14	0.00						
Crit Moves:				****					****	****								
Green/Cycle:	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.20	0.20	0.15	0.35	0.00						
Volume/Cap:	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.91	1.68	1.90	0.39	0.00						
Uniform Del:	0.0	0.0	0.0	15.0	15.0	0.0	0.0	23.5	24.0	25.5	14.7	0.0						
IncremntDel:	0.0	0.0	0.0	26.9	26.9	0.0	0.0	19.6	328.4	418.7	1.9	0.0						
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Delay Adj:	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00						
Delay/Veh:	0.0	0.0	0.0	41.9	41.9	0.0	0.0	43.0	352.4	444.2	16.6	0.0						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	0.0	0.0	0.0	41.9	41.9	0.0	0.0	43.0	352.4	444.2	16.6	0.0						
LOS by Move:	A	A	A	D	D	A	A	D	F	F	B	A						
HCM2kAvgQ:	0	0	0	12	12	0	0	9	25	37	3	0						

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

Intersection #16 Fremont / Folsom / I-80 WB Off-Ramp

Cycle (sec):	75	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	16	Average Delay (sec/veh):	187.9
Optimal Cycle:	96	Level Of Service:	F

Street Name:	Fremont / I-80 WB Off-Ramp									Folsom								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permitted			Permitted								
Rights:	Include			Include			Include			Include								
Min. Green:	0	19	19	19	19	0	21	21	21	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	1	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																		
Base Vol:	32	32	15	290	103	0	216	510	183	0	649	0						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	32	32	15	290	103	0	216	510	183	0	649	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98						
PHF Volume:	33	33	15	296	105	0	220	520	187	0	662	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	33	33	15	296	105	0	220	520	187	0	662	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:	33	33	15	296	105	0	220	520	187	0	662	0						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.80	0.80	0.80	0.86	0.90	1.00	0.49	0.49	0.49	0.95	0.86	0.95						
Lanes:	0.81	0.81	0.38	1.00	1.00	0.00	0.48	1.12	0.40	0.00	2.00	0.00						
Final Sat.:	1229	1229	576	1625	1710	0	444	1048	376	0	3249	0						
Capacity Analysis Module:																		
Vol/Sat:	0.03	0.03	0.03	0.18	0.06	0.00	0.50	0.50	0.50	0.00	0.20	0.00						
Crit Moves:		****		****				****										
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.00	0.28	0.28	0.28	0.00	0.28	0.00						
Volume/Cap:	0.10	0.10	0.10	0.72	0.24	0.00	1.77	1.77	1.77	0.00	0.73	0.00						
Uniform Del:	21.5	21.5	21.5	25.6	22.3	0.0	27.0	27.0	27.0	0.0	24.4	0.0						
IncremntDel:	0.3	0.3	0.3	10.3	1.3	0.0	355.5	356	355.5	0.0	5.1	0.0						
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00						
Delay/Veh:	21.8	21.8	21.8	35.9	23.6	0.0	382.5	383	382.5	0.0	29.5	0.0						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	21.8	21.8	21.8	35.9	23.6	0.0	382.5	383	382.5	0.0	29.5	0.0						
LOS by Move:	C	C	C	D	C	A	F	F	F	A	C	A						
HCM2kAvgQ:	1	1	1	8	2	0	37	37	37	0	8	0						

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

Intersection #17 Beale / Folsom

Cycle (sec):	60	Critical Vol./Cap.(X):	1.722
Loss Time (sec):	8	Average Delay (sec/veh):	220.4
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Beale									Folsom								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	23	23	23	0	0	29	29	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:	1	0	0	0	1	0	1	0	1	0	0	0	1	1	0	0	1	1	0	0
Volume Module:																				
Base Vol:	0	0	98	170	578	453	0	808	74	74	196	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	98	170	578	453	0	808	74	74	196	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	100	173	590	462	0	824	76	76	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	100	173	590	462	0	824	76	76	200	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	100	173	590	462	0	824	76	76	200	0
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.75	0.71	0.71	0.71	1.00	0.25	0.25	0.84	0.84	1.00
Lanes:	1.00	0.00	1.00	0.28	0.97	0.75	0.00	1.83	0.17	0.55	1.45	0.00
Final Sat.:	1900	0	1424	384	1305	1023	0	864	79	878	2326	0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.07	0.45	0.45	0.45	0.00	0.95	0.95	0.09	0.09	0.00
Crit Moves:					****			****			****	
Green/Cycle:	0.00	0.00	0.38	0.38	0.38	0.38	0.00	0.48	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.18	1.18	1.18	1.18	0.00	1.98	1.98	xxxx	xxxx	0.00
Uniform Del:	0.0	0.0	12.3	18.5	18.5	18.5	0.0	15.5	15.5	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.7	90.7	90.7	90.7	0.0	447	446.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	13.0	109.2	109	109.2	0.0	462	462.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	13.0	109.2	109	109.2	0.0	462	462.1	0.0	0.0	0.0
LOS by Move:	A	A	B	F	F	F	A	F	F	A	A	A
HCM2kAvgQ:	0	0	1	28	28	28	0	39	39	2	2	0

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

Intersection #18 Main / Folsom

Cycle (sec):	60	Critical Vol./Cap.(X):	1.752
Loss Time (sec):	10	Average Delay (sec/veh):	201.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Main									Folsom								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	19	19	0	0	0	31	31	31	31	0	31
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	1	0	0	1!	0	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	196	172	31	74	271	149	45	979	343	5	0	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	172	31	74	271	149	45	979	343	5	0	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	200	176	32	76	277	152	46	999	350	5	0	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	176	32	76	277	152	46	999	350	5	0	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	200	176	32	76	277	152	46	999	350	5	0	221
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.73	0.75	0.86	0.86	0.86	0.67	0.41	0.37	0.66	0.95	0.66
Lanes:	0.49	0.51	1.00	0.15	0.55	0.30	0.04	1.41	0.55	1.00	0.00	1.00
Final Sat.:	803	705	1424	244	893	491	51	1108	388	1262	0	1262
Capacity Analysis Module:																				
Vol/Sat:	0.25	0.25	0.02	0.31	0.31	0.31	0.90	0.90	0.90	0.00	0.00	0.18
Crit Moves:		****			****			****				
Green/Cycle:	0.32	0.32	0.32	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.00	0.52
Volume/Cap:	0.79	0.79	0.07	xxxx	xxxx	xxxx	1.75	1.75	1.75	0.01	0.00	0.34
Uniform Del:	18.7	18.7	14.3	0.0	0.0	0.0	14.5	14.5	14.5	7.0	0.0	8.5
IncremntDel:	12.3	12.3	0.3	0.0	0.0	0.0	340.5	340	340.5	0.0	0.0	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	31.0	31.0	14.6	0.0	0.0	0.0	355.0	355	355.0	7.0	0.0	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	31.0	14.6	0.0	0.0	0.0	355.0	355	355.0	7.0	0.0	9.9
LOS by Move:	C	C	B	A	A	A	F	F	F	A	A	A
HCM2kAvgQ:	8	7	0	8	8	8	87	54	50	0	0	3

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

Intersection #19 Spear / Folsom

Cycle (sec):	60	Critical Vol./Cap.(X):	2.489
Loss Time (sec):	8	Average Delay (sec/veh):	552.8
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Spear									Folsom								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			23	23	23			0	29	29			29	29	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	1!	0	0	0	0	1!	0	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	23	23	137			164	328	82			292	676	55			19	107	65		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	23	23	137			164	328	82			292	676	55			19	107	65		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.98	0.98	0.98			0.98	0.98	0.98			0.98	0.98	0.98			0.98	0.98	0.98		
PHF Volume:	23	23	140			167	335	84			298	690	56			19	109	66		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	23	23	140			167	335	84			298	690	56			19	109	66		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	23	23	140			167	335	84			298	690	56			19	109	66		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.75	0.75	0.75			0.29	0.29	0.29			0.66	0.20	0.20			0.68	0.68	0.68		
Lanes:	0.12	0.13	0.75			0.29	0.57	0.14			0.21	1.66	0.13			0.20	1.12	0.68		
Final Sat.:	179	179	1068			160	320	80			268	621	51			259	1457	885		
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.13	0.13			1.05	1.05	1.05			1.11	1.11	1.11			0.07	0.07	0.07		
Crit Moves:							****					****								
Green/Cycle:	0.38	0.38	0.38			0.38	0.38	0.38			0.48	0.48	0.48			0.48	0.48	0.48		
Volume/Cap:	0.34	0.34	0.34			2.73	2.73	2.73			2.30	2.30	2.30			0.15	0.15	0.15		
Uniform Del:	13.1	13.1	13.1			18.5	18.5	18.5			15.5	15.5	15.5			8.7	8.7	8.7		
IncremntDel:	1.7	1.7	1.7			791.7	792	791.7			590.6	591	590.6			0.3	0.3	0.3		
InitQueuDel:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Delay Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Delay/Veh:	14.8	14.8	14.8			810.2	810	810.2			606.1	606	606.1			8.9	8.9	8.9		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	14.8	14.8	14.8			810.2	810	810.2			606.1	606	606.1			8.9	8.9	8.9		
LOS by Move:	B	B	B			F	F	F			F	F	F			A	A	A		
HCM2kAvgQ:	3	3	3			58	58	58			130	40	40			1	1	1		

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

Intersection #20 The Embarcadero / Folsom

Cycle (sec):	90	Critical Vol./Cap.(X):	1.191
Loss Time (sec):	10	Average Delay (sec/veh):	144.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	The Embarcadero									Folsom								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	12	49	0			0	32	32			31	0	31			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:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	249	2051	0			0	1596	32			541	0	377			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:	249	2051	0			0	1596	32			541	0	377			0	0	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.98	0.98	0.98			0.98	0.98	0.98			0.98	0.98	0.98			0.98	0.98	0.98		
PHF Volume:	254	2093	0			0	1629	33			552	0	385			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	254	2093	0			0	1629	33			552	0	385			0	0	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	254	2093	0			0	1629	33			552	0	385			0	0	0		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.93	0.74	1.00			1.00	1.02	0.93			0.93	1.00	0.83			1.00	1.00	1.00		
Lanes:	1.00	2.00	0.00			0.00	1.96	0.04			1.00	0.00	1.00			0.00	0.00	0.00		
Final Sat.:	1769	2802	0			0	3796	76			1769	0	1583			0	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.14	0.75	0.00			0.00	0.43	0.43			0.31	0.00	0.24			0.00	0.00	0.00		
Crit Moves:		****				****					****									
Green/Cycle:	0.13	0.54	0.00			0.00	0.35	0.35			0.34	0.00	0.34			0.00	0.00	0.00		
Volume/Cap:	1.10	1.38	0.00			0.00	1.23	1.23			0.92	0.00	0.71			0.00	0.00	0.00		
Uniform Del:	39.2	20.7	0.0			0.0	29.3	29.3			28.5	0.0	25.9			0.0	0.0	0.0		
IncremntDel:	90.3	177	0.0			0.0	108	108.3			21.2	0.0	7.9			0.0	0.0	0.0		
InitQueuDel:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Delay Adj:	1.00	1.00	0.00			0.00	1.00	1.00			1.00	0.00	1.00			0.00	0.00	0.00		
Delay/Veh:	129.5	197	0.0			0.0	138	137.6			49.7	0.0	33.8			0.0	0.0	0.0		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	129.5	197	0.0			0.0	138	137.6			49.7	0.0	33.8			0.0	0.0	0.0		
LOS by Move:	F	F	A			A	F	F			D	A	C			A	A	A		
HCM2kAvgQ:	10	66	0			0	42	39			14	0	9			0	0	0		

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

Intersection #21 Second / Harrison

Cycle (sec):	60	Critical Vol./Cap.(X):	1.480
Loss Time (sec):	10	Average Delay (sec/veh):	167.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Second						Harrison					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	21	21	21	21	21	21
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	1	0 2	0 1	0	1 0	0 1	0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	74	462	870	223	566	490	20	243	27	134	727	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	462	870	223	566	490	20	243	27	134	727	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	76	471	888	228	578	500	20	248	28	137	742	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	471	888	228	578	500	20	248	28	137	742	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	471	888	228	578	500	20	248	28	137	742	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.53	0.53	0.40	0.17	0.56	0.56	0.73	0.18	0.73	0.40	0.65	0.65
Lanes:	0.28	1.72	2.00	0.83	0.63	0.54	0.04	1.91	0.05	1.00	1.82	0.18
Final Sat.:	276	1724	1504	265	672	582	55	663	74	759	2260	224
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.59	0.86	0.86	0.86	0.37	0.37	0.37	0.18	0.33	0.33
Crit Moves:					****			****				
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.57	0.57	1.22	1.78	1.78	1.78	1.07	1.07	1.07	0.51	0.94	0.94
Uniform Del:	11.0	11.0	15.5	15.5	15.5	15.5	19.5	19.5	19.5	15.5	18.9	18.9
IncremntDel:	2.4	2.4	111.7	355.9	356	355.9	73.3	73.3	73.3	7.0	18.7	18.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.4	13.4	127.2	371.4	371	371.4	92.8	92.8	92.8	22.4	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	127.2	371.4	371	371.4	92.8	92.8	92.8	22.4	37.6	37.6
LOS by Move:	B	B	F	F	F	F	F	F	F	C	D	D
HCM2kAvgQ:	5	5	24	23	71	71	20	7	20	3	13	13

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

Intersection #22 First / Harrison / I-80 EB On-Ramp

Cycle (sec):	60	Critical Vol./Cap.(X):	1.496
Loss Time (sec):	8	Average Delay (sec/veh):	155.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	First						Harrison					
Approach:	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			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	31	0	31	31	31	31	0	6	6	11	21	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	1! 0	0	1 0	2	0 1	0 0	1	1 0	1	1 1	0 0
Volume Module:												
Base Vol:	1	0	1	21	1488	267	0	66	11	955	654	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	21	1488	267	0	66	11	955	654	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	1	0	1	21	1518	272	0	67	11	974	667	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	21	1518	272	0	67	11	974	667	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:	1	0	1	21	1518	272	0	67	11	974	667	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	1.00	0.72	0.15	0.52	0.36	1.00	0.80	0.16	0.70	0.78	1.00
Lanes:	0.50	0.00	0.50	1.00	2.00	1.00	0.00	1.09	0.91	1.82	1.18	0.00
Final Sat.:	682	0	682	288	1990	685	0	1652	275	2422	1758	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.76	0.40	0.00	0.04	0.04	0.40	0.38	0.00
Crit Moves:					****					****		
Green/Cycle:	0.52	0.00	0.52	0.52	0.52	0.52	0.10	0.10	0.10	0.35	0.35	0.00
Volume/Cap:	0.00	0.00	0.00	0.14	1.47	0.76	0.00	0.41	0.41	1.27	1.08	0.00
Uniform Del:	6.9	0.0	6.9	7.5	14.4	11.5	0.0	25.3	25.3	22.6	19.5	0.0
IncremntDel:	0.0	0.0	0.0	2.0	215	14.5	0.0	6.3	6.3	126.6	49.8	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	6.9	0.0	6.9	9.5	230	25.9	0.0	31.6	31.6	149.2	69.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.9	0.0	6.9	9.5	230	25.9	0.0	31.6	31.6	149.2	69.3	0.0
LOS by Move:	A	A	A	A	F	C	A	C	C	F	E	A
HCM2kAvgQ:	0	0	0	0	48	6	0	2	1	24	16	0

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

Intersection #23 Fremont / Harrison / I-80 WB Off-Ramp

Cycle (sec):	60	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	10	Average Delay (sec/veh):	80.1
Optimal Cycle:	83	Level Of Service:	F

Street Name:	Fremont / I-80 WB Off-Ramp						Harrison					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	21	29	29	0	0	29	29
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	1 0	0	0 0	0 1	0	1 0	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	279	5	89	0	0	1317	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	279	5	89	0	0	1317	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	0	0	285	5	91	0	0	1344	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	285	5	91	0	0	1344	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	285	5	91	0	0	1344	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	1.00	0.76	0.83	0.83	1.00	1.00	0.43	0.79
Lanes:	0.00	0.00	2.00	0.00	0.00	1.00	0.05	0.95	0.00	0.00	2.91	0.09
Final Sat.:	0	0	3610	0	0	1435	84	1495	0	0	2397	135
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.20	0.06	0.06	0.00	0.00	0.56	0.56
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.57	0.13	0.13	0.00	0.00	1.16	1.16
Uniform Del:	0.0	0.0	0.0	0.0	0.0	15.8	8.5	8.5	0.0	0.0	15.5	15.5
IncremntDel:	0.0	0.0	0.0	0.0	0.0	4.6	0.3	0.3	0.0	0.0	81.4	81.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	20.4	8.9	8.9	0.0	0.0	96.9	96.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	20.4	8.9	8.9	0.0	0.0	96.9	96.9
LOS by Move:	A	A	A	A	A	C	A	A	A	A	F	F
HCM2kAvgQ:	0	0	0	0	0	5	1	1	0	0	18	32

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

Intersection #24 Main / Harrison

Cycle (sec):	60	Critical Vol./Cap.(X):	1.195
Loss Time (sec):	9	Average Delay (sec/veh):	73.6
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Main						Harrison					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	26	26	26	26	26	26
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:	1	0 0	1 0	0	1 0	0 1	0	0 1!	0 0	0	1 1	1 0
Volume Module:												
Base Vol:	239	316	22	5	242	205	12	44	28	7	846	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	316	22	5	242	205	12	44	28	7	846	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	244	322	22	5	247	209	12	45	29	7	863	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	322	22	5	247	209	12	45	29	7	863	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	322	22	5	247	209	12	45	29	7	863	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.87	0.87	0.88	0.88	0.31	0.75	0.75	0.75	0.73	0.31	0.73
Lanes:	1.00	0.93	0.07	0.02	0.98	1.00	0.14	0.53	0.33	0.01	2.93	0.06
Final Sat.:	475	1551	108	34	1632	598	204	747	475	14	1719	83
Capacity Analysis Module:												
Vol/Sat:	0.51	0.21	0.21	0.15	0.15	0.35	0.06	0.06	0.06	0.50	0.50	0.50
Crit Moves:	****										****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	1.23	0.50	0.50	0.36	0.36	0.84	0.14	0.14	0.14	1.16	1.16	1.16
Uniform Del:	17.5	12.9	12.9	12.0	12.0	15.7	10.2	10.2	10.2	17.0	17.0	17.0
IncremntDel:	140.3	2.6	2.6	1.5	1.5	27.3	0.5	0.5	0.5	85.6	85.6	85.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	157.8	15.5	15.5	13.5	13.5	43.0	10.7	10.7	10.7	102.6	103	102.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	157.8	15.5	15.5	13.5	13.5	43.0	10.7	10.7	10.7	102.6	103	102.6
LOS by Move:	F	B	B	B	B	D	B	B	B	F	F	F
HCM2kAvgQ:	13	5	5	3	3	3	1	1	1	26	11	26

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

Intersection #25 Spear / Harrison

Cycle (sec):	60	Critical Vol./Cap.(X):	1.203
Loss Time (sec):	10	Average Delay (sec/veh):	100.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Spear						Harrison					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	0	21	21	21	21	0	29	29	29	29	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	1! 0	0	1	0 0 1	0	0	0 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	46	190	143	70	20	542	0	85	65	27	372	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	190	143	70	20	542	0	85	65	27	372	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	47	194	146	71	20	553	0	87	66	28	380	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	194	146	71	20	553	0	87	66	28	380	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	194	146	71	20	553	0	87	66	28	380	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.53	0.53	0.60	1.00	0.83	0.83	0.23	0.21	0.78
Lanes:	0.12	0.50	0.38	0.78	0.22	1.00	0.00	0.57	0.43	0.12	1.84	0.04
Final Sat.:	184	761	573	787	225	1140	0	895	684	53	733	53
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.09	0.09	0.49	0.00	0.10	0.10	0.52	0.52	0.52
Crit Moves:						****					****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.00	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.73	0.73	0.73	0.26	0.26	1.39	0.00	0.20	0.20	1.07	1.07	1.07
Uniform Del:	17.0	17.0	17.0	13.9	13.9	19.5	0.0	8.9	8.9	15.5	15.5	15.5
IncremntDel:	8.5	8.5	8.5	1.8	1.8	188.9	0.0	0.6	0.6	64.8	64.8	64.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.5	25.5	25.5	15.7	15.7	208.4	0.0	9.5	9.5	80.3	80.3	80.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	25.5	25.5	15.7	15.7	208.4	0.0	9.5	9.5	80.3	80.3	80.3
LOS by Move:	C	C	C	B	B	F	A	A	A	F	F	F
HCM2kAvgQ:	8	8	8	1	1	29	0	2	2	8	7	26

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

Intersection #26 Second / Bryant

Cycle (sec):	60	Critical Vol./Cap.(X):	1.200
Loss Time (sec):	7	Average Delay (sec/veh):	68.0
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Second						Bryant					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	26	26	26	26	0	27	27	27	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	1 1 1	0	1	1 0 0	2	0	2 1 0	0	0	0 0 0
Volume Module:												
Base Vol:	0	651	151	9	650	0	778	787	37	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	651	151	9	650	0	778	787	37	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	664	154	9	663	0	794	803	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	664	154	9	663	0	794	803	38	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	664	154	9	663	0	794	803	38	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.39	0.16	0.78	0.78	1.00	0.38	0.31	0.77	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.03	1.97	0.00	2.00	2.94	0.06	0.00	0.00	0.00
Final Sat.:	0	1491	298	41	2935	0	1462	1715	81	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.52	0.23	0.23	0.00	0.54	0.47	0.47	0.00	0.00	0.00
Crit Moves:			****					****				
Green/Cycle:	0.00	0.43	0.43	0.43	0.43	0.00	0.45	0.45	0.45	0.00	0.00	0.00
Volume/Cap:	0.00	1.03	1.19	0.52	0.52	0.00	1.21	1.04	1.04	0.00	0.00	0.00
Uniform Del:	0.0	17.0	17.0	12.4	12.4	0.0	16.5	16.5	16.5	0.0	0.0	0.0
IncremntDel:	0.0	39.3	100.5	1.5	1.5	0.0	107.0	42.6	42.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	56.3	117.5	14.0	14.0	0.0	123.5	59.1	59.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	56.3	117.5	14.0	14.0	0.0	123.5	59.1	59.1	0.0	0.0	0.0
LOS by Move:	A	E	F	B	B	A	F	E	E	A	A	A
HCM2kAvgQ:	0	13	9	5	5	0	20	12	24	0	0	0

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

Intersection #1 First / Market / Battery / Bush

Cycle (sec):	60	Critical Vol./Cap.(X):	1.185
Loss Time (sec):	13	Average Delay (sec/veh):	118.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	First / Battery / Bush									Market								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permitted			Permitted								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	18	18	18	0	29	29	29	29	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	2	0	2	0	0	1	0	1	0	1	1	0	0
Volume Module:																				
Base Vol:	0	0	0	113	1075	262	0	403	254	3	349	0						
Growth Adj:	1.00	1.00	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	113	1075	262	0	403	254	3	349	0						
Added Vol:	0	0	0	0	78	0	0	0	7	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	0	0	0	113	1153	262	0	403	261	3	349	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98						
PHF Volume:	0	0	0	115	1177	267	0	411	266	3	356	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	0	0	0	115	1177	267	0	411	266	3	356	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	115	1177	267	0	411	266	3	356	0						
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	1.00	1.00	1.00	0.64	0.71	0.56	1.00	0.73	0.28	0.73	0.73	1.00						
Lanes:	0.00	0.00	0.00	1.00	2.00	2.00	0.00	1.00	1.00	0.02	1.98	0.00						
Final Sat.:	0	0	0	1211	2706	2131	0	1384	540	24	2768	0						
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.10	0.43	0.13	0.00	0.30	0.49	0.13	0.13	0.00						
Crit Moves:					****				****									
Green/Cycle:	0.00	0.00	0.00	0.30	0.30	0.30	0.00	0.48	0.48	0.48	0.48	0.00						
Volume/Cap:	0.00	0.00	0.00	0.32	1.45	0.42	0.00	0.61	1.02	0.27	0.27	0.00						
Uniform Del:	0.0	0.0	0.0	16.2	21.0	16.8	0.0	11.4	15.5	9.2	9.2	0.0						
IncremntDel:	0.0	0.0	0.0	2.3	209	2.0	0.0	4.2	61.2	0.5	0.5	0.0						
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00						
Delay/Veh:	0.0	0.0	0.0	18.5	230	18.8	0.0	15.6	76.7	9.7	9.7	0.0						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	0.0	0.0	0.0	18.5	230	18.8	0.0	15.6	76.7	9.7	9.7	0.0						
LOS by Move:	A	A	A	B	F	B	A	B	E	A	A	A						
HCM2kAvgQ:	0	0	0	2	37	3	0	7	11	2	2	0						

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

Intersection #2 Fremont / Market / Front

Cycle (sec):	60	Critical Vol./Cap.(X):	1.284
Loss Time (sec):	11	Average Delay (sec/veh):	265.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Fremont / Front									Market								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permitted			Permitted								
Rights:	Include			Include			Include			Include								
Min. Green:	27	27	27	0	0	0	22	22	0	0	22	22						
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	1	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	63	1410	321	0	0	0	7	540	0	0	304	15						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	63	1410	321	0	0	0	7	540	0	0	304	15						
Added Vol:	0	40	4	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	63	1450	325	0	0	0	7	540	0	0	304	15						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98						
PHF Volume:	64	1480	332	0	0	0	7	551	0	0	310	15						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	64	1480	332	0	0	0	7	551	0	0	310	15						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVolume:	64	1480	332	0	0	0	7	551	0	0	310	15						
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.75	0.60	0.60	1.00	1.00	1.00	0.77	0.62	1.00	1.00	0.62	0.62						
Lanes:	0.05	1.59	0.36	0.00	0.00	0.00	0.02	1.98	0.00	0.00	1.91	0.09						
Final Sat.:	79	1822	408	0	0	0	30	2327	0	0	2248	111						
Capacity Analysis Module:																				
Vol/Sat:	0.81	0.81	0.81	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.14	0.14						
Crit Moves:	****							****										
Green/Cycle:	0.45	0.45	0.45	0.00	0.00	0.00	0.37	0.37	0.00	0.00	0.37	0.37						
Volume/Cap:	1.80	1.80	1.80	0.00	0.00	0.00	0.65	0.65	0.00	0.00	0.38	0.38						
Uniform Del:	16.5	16.5	16.5	0.0	0.0	0.0	15.8	15.8	0.0	0.0	14.0	14.0						
IncremntDel:	366.0	366	366.0	0.0	0.0	0.0	3.7	3.7	0.0	0.0	1.3	1.3						
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00						
Delay/Veh:	382.5	383	382.5	0.0	0.0	0.0	19.5	19.5	0.0	0.0	15.2	15.2						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	382.5	383	382.5	0.0	0.0	0.0	19.5	19.5	0.0	0.0	15.2	15.2						
LOS by Move:	F	F	F	A	A	A	B	B	A	A	B	B						
HCM2kAvgQ:	91	73	73	0	0	0	6	5	0	0	3	3						

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

Intersection #3 Second / Mission

Cycle (sec):	60	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	8	Average Delay (sec/veh):	28.8
Optimal Cycle:	81	Level Of Service:	C

Street Name:	Second						Mission					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	31	31	31	31	31	31
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:	1 0	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	173	308	128	21	293	60	1	125	540	4	371	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	308	128	21	293	60	1	125	540	4	371	125
Added Vol:	0	0	0	0	0	0	0	0	24	73	16	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	308	128	21	293	60	1	125	564	77	387	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	177	314	131	21	299	61	1	128	576	79	395	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	314	131	21	299	61	1	128	576	79	395	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	177	314	131	21	299	61	1	128	576	79	395	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.62	0.52	0.22	0.49	0.41	0.65	0.43	0.65	0.61	0.40	0.61
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.01	0.99	1.00	0.19	1.48	0.33
Final Sat.:	550	1173	997	416	922	783	7	816	1243	225	1132	380
Capacity Analysis Module:												
Vol/Sat:	0.32	0.27	0.13	0.05	0.32	0.08	0.16	0.16	0.46	0.35	0.35	0.35
Crit Moves:					****				****			
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.92	0.77	0.37	0.15	0.93	0.22	0.30	0.30	0.90	0.68	0.68	0.68
Uniform Del:	18.7	17.3	14.6	13.4	18.8	13.7	8.3	8.3	13.0	10.8	10.8	10.8
IncremntDel:	46.1	12.8	3.1	2.1	34.5	1.9	0.3	0.3	14.9	4.1	4.1	4.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.8	30.1	17.6	15.5	53.3	15.6	8.6	8.6	28.0	14.8	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	30.1	17.6	15.5	53.3	15.6	8.6	8.6	28.0	14.8	14.8	14.8
LOS by Move:	E	C	B	B	D	B	A	A	C	B	B	B
HCM2kAvgQ:	7	7	2	0	10	1	2	1	10	7	5	7

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

Intersection #4 First / Mission

Cycle (sec):	60	Critical Vol./Cap.(X):	1.504
Loss Time (sec):	8	Average Delay (sec/veh):	327.1
Optimal Cycle:	180	Level Of Service:	F

Street Name:	First						Mission					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	23	23	23	0	29	29	29	29	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	2 1	0	0 0	0 0	1	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	1536	382	0	0	269	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1536	382	0	0	269	0	0	0
Added Vol:	0	0	0	0	14	73	0	0	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1550	455	0	0	269	0	21	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	0	1582	464	0	0	274	0	21	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1582	464	0	0	274	0	21	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	1582	464	0	0	274	0	21	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.70	0.54	0.54	1.00	0.66	0.23	1.00	0.52	1.00
Lanes:	0.00	0.00	0.00	0.00	2.32	0.68	0.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	2392	702	0	0	428	0	988	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.66	0.66	0.00	0.00	0.64	0.00	0.02	0.00
Crit Moves:						****			****			
Green/Cycle:	0.00	0.00	0.00	0.00	0.38	0.38	0.00	0.00	0.48	0.00	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	1.73	1.73	0.00	0.00	1.33	0.00	0.04	0.00
Uniform Del:	0.0	0.0	0.0	0.0	18.5	18.5	0.0	0.0	15.5	0.0	8.2	0.0
IncremntDel:	0.0	0.0	0.0	0.0	330	329.9	0.0	0.0	177.2	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	348	348.4	0.0	0.0	192.7	0.0	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	348	348.4	0.0	0.0	192.7	0.0	8.4	0.0
LOS by Move:	A	A	A	A	F	F	A	A	F	A	A	A
HCM2kAvgQ:	0	0	0	0	54	54	0	0	16	0	0	0

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

Intersection #5 Fremont / Mission

Cycle (sec):	60	Critical Vol./Cap.(X):	1.545
Loss Time (sec):	8	Average Delay (sec/veh):	239.8
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Fremont									Mission								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permitted			Permitted								
Rights:	Include			Include			Include			Include								
Min. Green:	33	33	33	0	0	0	19	19	0	0	19	19						
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Volume Module:																		
Base Vol:	0	1536	495	0	0	0	0	0	0	0	0	103						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	0	1536	495	0	0	0	0	0	0	0	0	103						
Added Vol:	21	43	24	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	21	1579	519	0	0	0	0	0	0	0	0	103						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98						
PHF Volume:	21	1611	530	0	0	0	0	0	0	0	0	105						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	21	1611	530	0	0	0	0	0	0	0	0	105						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVolume:	21	1611	530	0	0	0	0	0	0	0	0	105						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.42	0.63	0.22	1.00	1.00	1.00	1.00	0.66	1.00	1.00	0.66	0.74						
Lanes:	0.04	1.96	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00						
Final Sat.:	31	2339	419	0	0	0	0	0	0	0	0	1408						
Capacity Analysis Module:																		
Vol/Sat:	0.69	0.69	1.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07						
Crit Moves:			****									****						
Green/Cycle:	0.55	0.55	0.55	0.00	0.00	0.00	0.32	0.32	0.00	0.00	0.32	0.32						
Volume/Cap:	1.25	1.25	2.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23						
Uniform Del:	13.5	13.5	13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0						
IncremntDel:	120.1	120	598.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2						
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00						
Delay/Veh:	133.6	134	611.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.2						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	133.6	134	611.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.2						
LOS by Move:	F	F	F	A	A	A	A	A	A	A	A	B						
HCM2kAvgQ:	28	40	48	0	0	0	0	0	0	0	0	2						

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

Intersection #6 Beale / Mission

Cycle (sec):	60	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	8	Average Delay (sec/veh):	178.2
Optimal Cycle:	131	Level Of Service:	F

Street Name:	Beale									Mission								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permitted			Permitted								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	21	21	21	0	31	31	31	31	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	1	1	0	1	0	0	1	0	1	1	0	1	0	1
Volume Module:																		
Base Vol:	0	0	0	60	1610	19	0	275	258	281	48	0						
Growth Adj:	1.00	1.00	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	60	1610	19	0	275	258	281	48	0						
Added Vol:	0	0	0	0	4	0	0	24	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	0	0	0	60	1614	19	0	299	258	281	48	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98						
PHF Volume:	0	0	0	61	1647	19	0	305	263	287	49	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	0	0	0	61	1647	19	0	305	263	287	49	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	61	1647	19	0	305	263	287	49	0						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	1.00	1.00	1.00	0.83	0.83	0.75	1.00	0.57	0.73	0.46	0.57	1.00						
Lanes:	0.00	0.00	0.00	0.07	1.93	1.00	0.00	1.00	1.00	1.00	1.00	1.00						
Final Sat.:	0	0	0	114	3055	1424	0	1074	1384	869	1074	1900						
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00	0.54	0.54	0.01	0.00	0.28	0.19	0.33	0.05	0.00						
Crit Moves:					****					****								
Green/Cycle:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.52	0.52	0.52	0.52	0.00						
Volume/Cap:	0.00	0.00	0.00	1.54	1.54	0.04	0.00	0.55	0.37	0.64	0.09	0.00						
Uniform Del:	0.0	0.0	0.0	19.5	19.5	12.8	0.0	9.8	8.7	10.5	7.3	0.0						
IncremntDel:	0.0	0.0	0.0	247.8	248	0.1	0.0	3.9	1.5	6.8	0.3	0.0						
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00						
Delay/Veh:	0.0	0.0	0.0	267.3	267	13.0	0.0	13.7	10.1	17.2	7.7	0.0						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	0.0	0.0	0.0	267.3	267	13.0	0.0	13.7	10.1	17.2	7.7	0.0						
LOS by Move:	A	A	A	F	F	B	A	B	B	B	A	A						
HCM2kAvgQ:	0	0	0	57	57	0	0	5	3	5	1	0						

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

Intersection #7 Main / Mission

Cycle (sec):	60	Critical Vol./Cap.(X):	1.879
Loss Time (sec):	8	Average Delay (sec/veh):	103.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Main									Mission								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permit+Prot			Permitted								
Rights:	Include			Include			Include			Include								
Min. Green:	21	21	21	0	0	0	8	31	0	0	19	19						
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	1! 0	0		0	1	0	0	0	1	0	1	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	180	427	173	110	343	0	48	296	0	55	173	79								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	180	427	173	110	343	0	48	296	0	55	173	79								
Added Vol:	0	0	0	0	0	0	0	24	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	180	427	173	110	343	0	48	320	0	55	173	79								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98								
PHF Volume:	184	436	177	112	350	0	49	327	0	56	177	81								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	184	436	177	112	350	0	49	327	0	56	177	81								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	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:	184	436	177	112	350	0	49	327	0	56	177	81								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.81	0.81	0.81	0.87	0.87	1.00	0.47	0.81	0.95	0.77	0.77	0.77								
Lanes:	0.23	0.55	0.22	0.24	0.76	0.00	1.00	2.00	0.00	0.36	1.13	0.51								
Final Sat.:	356	845	342	402	1254	0	892	3093	0	522	1643	750								
Capacity Analysis Module:																				
Vol/Sat:	0.52	0.52	0.52	0.28	0.28	0.00	0.05	0.11	0.00	0.11	0.11	0.11								
Crit Moves:			****	****			****				****									
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.31	0.31								
Volume/Cap:	1.47	1.47	1.47	xxxx	xxxx	0.00	0.09	0.21	0.00	xxxx	0.35	0.35								
Uniform Del:	19.5	19.5	19.5	0.0	0.0	0.0	9.4	8.1	0.0	0.0	16.0	16.0								
IncremntDel:	223.0	223	223.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	1.1	1.1								
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00								
Delay/Veh:	242.5	242	242.5	0.0	0.0	0.0	9.8	8.4	0.0	0.0	17.1	17.1								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	242.5	242	242.5	0.0	0.0	0.0	9.8	8.4	0.0	0.0	17.1	17.1								
LOS by Move:	F	F	F	A	A	A	A	A	A	A	B	B								
HCM2kAvgQ:	48	48	48	8	8	0	1	2	0	3	2	2								

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

Intersection #8 Second / Howard

Cycle (sec):	60	Critical Vol./Cap.(X):	5.214
Loss Time (sec):	7	Average Delay (sec/veh):	898.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Second									Howard								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Split Phase			Split Phase								
Rights:	Include			Include			Include			Include								
Min. Green:	21	21	0	0	21	21	0	0	0	32	32	32						
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:	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0
Volume Module:																				
Base Vol:	441	405	387	0	446	527	0	0	0	617	2474	162								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	441	405	387	0	446	527	0	0	0	617	2474	162								
Added Vol:	0	0	0	0	0	0	0	0	0	63	122	5								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	441	405	387	0	446	527	0	0	0	680	2596	167								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98								
PHF Volume:	450	413	395	0	455	538	0	0	0	694	2649	170								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	450	413	395	0	455	538	0	0	0	694	2649	170								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	450	413	395	0	455	538	0	0	0	694	2649	170								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.08	0.42	0.82	0.75	0.44	0.44	1.00	1.00	1.00	0.60	0.60	0.60								
Lanes:	1.00	0.67	0.33	1.00	0.46	0.54	0.00	0.00	0.00	0.39	1.51	0.10								
Final Sat.:	146	533	509	1425	379	448	0	0	0	452	1727	111								
Capacity Analysis Module:																				
Vol/Sat:	3.07	0.78	0.78	0.00	1.20	1.20	0.00	0.00	0.00	1.53	1.53	1.53								
Crit Moves:	****											****								
Green/Cycle:	0.35	0.35	0.35	0.00	0.35	0.35	0.00	0.00	0.00	0.53	0.53	0.53								
Volume/Cap:	3.75	2.22	2.22	0.00	3.43	3.43	0.00	0.00	0.00	2.88	2.88	2.88								
Uniform Del:	19.5	19.5	19.5	0.0	19.5	19.5	0.0	0.0	0.0	14.0	14.0	14.0								
IncremntDel:	1258	556	556.3	0.0	1103	1103	0.0	0.0	0.0	846.2	846	846.2								
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Delay Adj:	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00								
Delay/Veh:	1277	576	575.8	0.0	1122	1122	0.0	0.0	0.0	860.2	860	860.2								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	1277	576	575.8	0.0	1122	1122	0.0	0.0	0.0	860.2	860	860.2								
LOS by Move:	F	F	F	A	F	F	A	A	A	F	F	F								
HCM2kAvgQ:	50	54	105	0	106	106	0	0	0	183	183	183								

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

Intersection #9 First / Howard

Cycle (sec):	60	Critical Vol./Cap.(X):	2.546
Loss Time (sec):	11	Average Delay (sec/veh):	493.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	First									Howard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	25	25	0	0	0	24	24	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	1	0 2	1	0	0	0	1	0	0	0	2	0	0
Volume Module:																	
Base Vol:	0	0	0	76	1144	1093	0	710	80	0	1869	0
Growth Adj:	1.00	1.00	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	76	1144	1093	0	710	80	0	1869	0
Added Vol:	0	0	0	0	37	190	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	76	1181	1283	0	710	80	0	1869	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	78	1205	1309	0	724	82	0	1907	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	1205	1309	0	724	82	0	1907	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	78	1205	1309	0	724	82	0	1907	0
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.75	0.44	0.52	1.00	0.89	0.89	0.65	0.67	1.00
Lanes:	0.00	0.00	0.00	1.00	2.00	1.00	0.00	0.90	0.10	0.00	2.00	0.00
Final Sat.:	0	0	0	1424	1687	984	0	1515	171	0	2547	0
Capacity Analysis Module:																	
Vol/Sat:	0.00	0.00	0.00	0.05	0.71	1.33	0.00	0.48	0.48	0.00	0.75	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.42	0.42	0.42	0.00	0.40	0.40	0.00	0.40	0.00
Volume/Cap:	0.00	0.00	0.00	0.13	1.71	3.19	0.00	1.20	1.20	0.00	1.87	0.00
Uniform Del:	0.0	0.0	0.0	10.8	17.5	17.5	0.0	18.0	18.0	0.0	18.0	0.0
IncremntDel:	0.0	0.0	0.0	0.5	324	989.9	0.0	102	102.0	0.0	396	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.3	342	1007	0.0	120	120.0	0.0	414	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.3	342	1007	0.0	120	120.0	0.0	414	0.0
LOS by Move:	A	A	A	B	F	F	A	F	F	A	F	A
HCM2kAvgQ:	0	0	0	1	48	149	0	35	35	0	75	0

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

Intersection #10 Fremont / Howard

Cycle (sec):	60	Critical Vol./Cap.(X):	4.395
Loss Time (sec):	12	Average Delay (sec/veh):	462.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Fremont									Howard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	0	0	0	0	0	0	0	27	27
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:	1	0 2	1	0	0	0	0	0	0	1	0	0	0	1	1	0
Volume Module:																	
Base Vol:	580	1312	339	0	0	0	407	221	0	0	1512	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	580	1312	339	0	0	0	407	221	0	0	1512	159
Added Vol:	0	289	0	0	0	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	580	1601	339	0	0	0	407	221	0	0	1512	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	592	1634	346	0	0	0	415	226	0	0	1543	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	1634	346	0	0	0	415	226	0	0	1543	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	592	1634	346	0	0	0	415	226	0	0	1543	176
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.78	0.78	1.00	1.00	1.00	0.11	0.11	1.00	1.00	0.82	0.82
Lanes:	1.00	2.48	0.52	0.00	0.00	0.00	0.65	0.35	0.00	0.00	1.80	0.20
Final Sat.:	1424	3677	779	0	0	0	135	73	0	0	2805	319
Capacity Analysis Module:																	
Vol/Sat:	0.42	0.44	0.44	0.00	0.00	0.00	3.07	3.07	0.00	0.00	0.55	0.55
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.45	0.45
Volume/Cap:	1.19	1.27	1.27	0.00	0.00	0.00	6.83	6.83	0.00	0.00	1.22	1.22
Uniform Del:	19.5	19.5	19.5	0.0	0.0	0.0	16.5	16.5	0.0	0.0	16.5	16.5
IncremntDel:	102.9	126	126.4	0.0	0.0	0.0	2644	2644	0.0	0.0	107	106.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	122.4	146	145.9	0.0	0.0	0.0	2660	2660	0.0	0.0	123	123.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.4	146	145.9	0.0	0.0	0.0	2660	2660	0.0	0.0	123	123.2
LOS by Move:	F	F	F	A	A	A	F	F	A	A	F	F
HCM2kAvgQ:	26	35	35	0	0	0	80	80	0	0	40	40

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

Intersection #11 Beale / Howard

Cycle (sec):	60	Critical Vol./Cap.(X):	1.771
Loss Time (sec):	10	Average Delay (sec/veh):	222.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Beale						Howard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	0	19	19	19	19	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	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	158	994	894	0	590	55	0	594	0
Growth Adj:	1.00	1.00	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	158	994	894	0	590	55	0	594	0
Added Vol:	0	0	0	0	0	4	0	0	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	158	994	898	0	590	55	0	603	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	161	1014	916	0	602	56	0	615	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	161	1014	916	0	602	56	0	615	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	161	1014	916	0	602	56	0	615	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.25	0.78	0.44	1.00	0.89	0.89	0.95	0.67	1.00
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.91	0.09	0.00	2.00	0.00
Final Sat.:	0	0	0	2379	1479	843	0	1547	144	0	2537	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.69	1.09	0.00	0.39	0.39	0.00	0.24	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.52	0.52	0.52	0.00	0.32	0.32	0.00	0.32	0.00
Volume/Cap:	0.00	0.00	0.00	0.13	1.33	2.10	0.00	1.23	1.23	0.00	0.77	0.00
Uniform Del:	0.0	0.0	0.0	7.5	14.5	14.5	0.0	20.5	20.5	0.0	18.5	0.0
IncremntDel:	0.0	0.0	0.0	0.2	152	500.4	0.0	119	118.7	0.0	6.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	7.7	167	514.9	0.0	139	139.2	0.0	25.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.7	167	514.9	0.0	139	139.2	0.0	25.4	0.0
LOS by Move:	A	A	A	A	F	F	A	F	F	A	C	A
HCM2kAvgQ:	0	0	0	2	54	81	0	31	31	0	7	0

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

Intersection #12 Main / Howard

Cycle (sec):	60	Critical Vol./Cap.(X):	3.376
Loss Time (sec):	7	Average Delay (sec/veh):	523.9
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Main						Howard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	0	0	0	33	33	0	0	25	25
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	1! 0	0	0	1	0	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	87	779	17	0	409	0	205	381	0	87	446	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	779	17	0	409	0	205	381	0	87	446	70
Added Vol:	3	0	0	0	0	0	0	0	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	779	17	0	409	0	205	381	0	87	453	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	92	795	17	0	417	0	209	389	0	89	462	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	795	17	0	417	0	209	389	0	89	462	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	795	17	0	417	0	209	389	0	89	462	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	1.00	0.90	1.00	0.13	0.13	0.25	0.26	0.26	0.26
Lanes:	0.10	0.88	0.02	0.00	1.00	0.00	0.35	0.65	0.00	0.28	1.49	0.23
Final Sat.:	157	1359	30	0	1710	0	87	162	0	138	721	111
Capacity Analysis Module:												
Vol/Sat:	0.58	0.58	0.58	0.00	0.24	0.00	2.40	2.40	0.00	0.64	0.64	0.64
Crit Moves:		****						****				
Green/Cycle:	0.33	0.33	0.33	0.00	0.33	0.00	0.55	0.55	0.00	0.55	0.55	0.55
Volume/Cap:	1.75	1.75	1.75	0.00	0.73	0.00	4.36	4.36	0.00	1.17	1.17	1.17
Uniform Del:	20.0	20.0	20.0	0.0	17.6	0.0	13.5	13.5	0.0	13.5	13.5	13.5
IncremntDel:	347.3	347	347.3	0.0	8.1	0.0	1529	1529	0.0	93.6	93.6	93.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	367.3	367	367.3	0.0	25.7	0.0	1542	1542	0.0	107.1	107	107.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	367.3	367	367.3	0.0	25.7	0.0	1542	1542	0.0	107.1	107	107.1
LOS by Move:	F	F	F	A	C	A	F	F	A	F	F	F
HCM2kAvgQ:	66	66	66	0	9	0	69	69	0	15	15	15

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

Intersection #13 Spear / Howard

Cycle (sec):	60	Critical Vol./Cap.(X):	1.040
Loss Time (sec):	7	Average Delay (sec/veh):	45.8
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Spear						Howard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	25	25	25	0	28	28	28	28	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	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1 0
Volume Module:												
Base Vol:	42	254	83	97	238	200	39	328	87	124	400	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	254	83	97	238	200	39	328	87	124	400	71
Added Vol:	0	0	0	0	0	2	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	254	83	97	238	202	39	328	87	124	405	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	43	259	85	99	243	206	40	335	89	127	413	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	259	85	99	243	206	40	335	89	127	413	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	259	85	99	243	206	40	335	89	127	413	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.65	0.65	0.65	0.72	0.36	0.36	0.32	0.32	0.64
Lanes:	0.11	0.67	0.22	0.18	0.44	0.38	0.09	1.51	0.40	0.44	1.43	0.13
Final Sat.:	170	1026	335	224	550	467	122	1026	272	265	866	152
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.44	0.44	0.44	0.33	0.33	0.33	0.48	0.48	0.48
Crit Moves:					****						****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.61	0.61	0.61	1.06	1.06	1.06	0.70	0.70	0.70	1.02	1.02	1.02
Uniform Del:	13.7	13.7	13.7	17.5	17.5	17.5	12.7	12.7	12.7	16.0	16.0	16.0
IncremntDel:	4.2	4.2	4.2	56.4	56.4	56.4	6.0	6.0	6.0	42.7	42.7	42.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	17.9	17.9	17.9	73.9	73.9	73.9	18.7	18.7	18.7	58.7	58.7	58.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	17.9	17.9	73.9	73.9	73.9	18.7	18.7	18.7	58.7	58.7	58.7
LOS by Move:	B	B	B	E	E	E	B	B	B	E	E	E
HCM2kAvgQ:	7	7	7	20	20	20	8	5	5	8	8	15

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

Intersection #14 Second / Folsom

Cycle (sec):	60	Critical Vol./Cap.(X):	2.358
Loss Time (sec):	7	Average Delay (sec/veh):	374.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Second						Folsom					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permit+Prot			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	21	21	7	32	0	21	21	21	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	1 1 0	1	0	1 0 0	0	1	2 0 1	0	0	0 0 1
Volume Module:												
Base Vol:	0	402	138	248	1024	0	483	1288	172	0	0	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	402	138	248	1024	0	483	1288	172	0	0	228
Added Vol:	0	0	70	9	55	0	0	113	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	402	208	257	1079	0	483	1401	172	0	0	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	410	212	262	1101	0	493	1430	176	0	0	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	212	262	1101	0	493	1430	176	0	0	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	212	262	1101	0	493	1430	176	0	0	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.80	0.80	0.12	0.44	1.00	0.79	0.50	0.72	1.00	1.00	0.78
Lanes:	0.00	1.32	0.68	1.00	1.00	0.00	0.54	2.46	1.00	0.00	0.00	1.00
Final Sat.:	0	1991	1030	236	838	0	806	2337	1367	0	0	1479
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	1.11	1.31	0.00	0.61	0.61	0.13	0.00	0.00	0.16
Crit Moves:					****		****					****
Green/Cycle:	0.35	0.35	0.35	0.53	0.53	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.59	0.59	2.20	2.48	0.00	1.75	1.75	0.37	0.00	0.00	xxxx
Uniform Del:	0.0	16.0	16.0	20.9	14.1	0.0	19.5	19.5	14.5	0.0	0.0	0.0
IncremntDel:	0.0	2.4	2.4	564.6	672	0.0	340.2	340	2.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.4	18.4	585.5	687	0.0	359.7	360	16.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.4	18.4	585.5	687	0.0	359.7	360	16.7	0.0	0.0	0.0
LOS by Move:	A	B	B	F	F	A	F	F	B	A	A	A
HCM2kAvgQ:	0	6	6	24	102	0	73	47	2	0	0	4

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

Intersection #15 First / Folsom

Cycle (sec): 60 Critical Vol./Cap.(X): 1.339
Loss Time (sec): 9 Average Delay (sec/veh): 162.1
Optimal Cycle: 180 Level Of Service: F

Street Name:	First						Folsom					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	30	30	0	0	12	12	9	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	1	2	1	0	0	0	2	0	1	1	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	290	879	0	0	569	329	453	228	0
Growth Adj:	1.00	1.00	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	290	879	0	0	569	329	453	228	0
Added Vol:	0	0	0	5	31	0	0	185	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	295	910	0	0	754	329	453	228	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	301	929	0	0	769	336	462	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	301	929	0	0	769	336	462	233	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	301	929	0	0	769	336	462	233	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.32	0.31	0.91	1.00	0.84	0.52	0.86	0.90	1.00
Lanes:	0.00	0.00	0.00	0.94	3.06	0.00	0.00	2.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	582	1795	0	0	3184	997	1625	1710	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.52	0.52	0.00	0.00	0.24	0.34	0.28	0.14	0.00
Crit Moves:					****				****	****		
Green/Cycle:	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.20	0.20	0.15	0.35	0.00
Volume/Cap:	0.00	0.00	0.00	1.03	1.03	0.00	0.00	1.21	1.68	1.90	0.39	0.00
Uniform Del:	0.0	0.0	0.0	15.0	15.0	0.0	0.0	24.0	24.0	25.5	14.7	0.0
IncremntDel:	0.0	0.0	0.0	35.4	35.4	0.0	0.0	108	328.4	418.7	1.9	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	50.4	50.4	0.0	0.0	132	352.4	444.2	16.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	50.4	50.4	0.0	0.0	132	352.4	444.2	16.6	0.0
LOS by Move:	A	A	A	D	D	A	A	F	F	F	B	A
HCM2kAvgQ:	0	0	0	13	13	0	0	19	25	37	3	0

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

Intersection #16 Fremont / Folsom / I-80 WB Off-Ramp

Cycle (sec): 75 Critical Vol./Cap.(X): 1.072
Loss Time (sec): 16 Average Delay (sec/veh): 312.8
Optimal Cycle: 180 Level Of Service: F

Street Name:	Fremont / I-80 WB Off-Ramp						Folsom					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	19	19	19	19	0	21	21	21	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	1	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	32	32	15	290	103	0	216	510	183	0	649	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	32	15	290	103	0	216	510	183	0	649	0
Added Vol:	0	3	0	0	0	0	187	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	35	15	290	103	0	403	513	183	0	649	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	33	36	15	296	105	0	411	523	187	0	662	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	36	15	296	105	0	411	523	187	0	662	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:	33	36	15	296	105	0	411	523	187	0	662	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.86	0.90	1.00	0.47	0.47	0.47	0.95	0.86	0.95
Lanes:	0.78	0.85	0.37	1.00	1.00	0.00	0.73	0.94	0.33	0.00	2.00	0.00
Final Sat.:	1186	1297	556	1625	1710	0	649	826	295	0	3249	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.18	0.06	0.00	0.63	0.63	0.63	0.00	0.20	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.00	0.28	0.28	0.28	0.00	0.28	0.00
Volume/Cap:	0.11	0.11	0.11	0.72	0.24	0.00	2.26	2.26	2.26	0.00	0.73	0.00
Uniform Del:	21.5	21.5	21.5	25.6	22.3	0.0	27.0	27.0	27.0	0.0	24.4	0.0
IncremntDel:	0.3	0.3	0.3	10.3	1.3	0.0	575.0	575	575.0	0.0	5.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	21.8	21.8	21.8	35.9	23.6	0.0	602.0	602	602.0	0.0	29.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	21.8	21.8	35.9	23.6	0.0	602.0	602	602.0	0.0	29.5	0.0
LOS by Move:	C	C	C	D	C	A	F	F	F	A	C	A
HCM2kAvgQ:	1	1	1	8	2	0	54	54	54	0	8	0

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

Intersection #17 Beale / Folsom

Cycle (sec): 60 Critical Vol./Cap.(X): 1.726
Loss Time (sec): 8 Average Delay (sec/veh): 221.7
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beale								Folsom							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	23		23	23	0		0	29	29		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:	1	0	0	0 1	0	1	0	1 0	0	0	1	1 0	0	1	1	0 0
Volume Module:																
Base Vol:	0	0	98		170	578	453		0	808	74		74	196	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	98		170	578	453		0	808	74		74	196	0	
Added Vol:	0	0	0		0	0	0		0	3	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	98		170	578	453		0	811	74		74	196	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	0	0	100		173	590	462		0	828	76		76	200	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	100		173	590	462		0	828	76		76	200	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	100		173	590	462		0	828	76		76	200	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.75		0.71	0.71	0.71		1.00	0.25	0.25		0.84	0.84	1.00	
Lanes:	1.00	0.00	1.00		0.28	0.97	0.75		0.00	1.83	0.17		0.55	1.45	0.00	
Final Sat.:	1900	0	1424		384	1305	1023		0	864	79		878	2326	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.07		0.45	0.45	0.45		0.00	0.96	0.96		0.09	0.09	0.00	
Crit Moves:						****					****			****		
Green/Cycle:	0.00	0.00	0.38		0.38	0.38	0.38		0.00	0.48	0.48		0.00	0.00	0.00	
Volume/Cap:	0.00	0.00	0.18		1.18	1.18	1.18		0.00	1.98	1.98		xxxx	xxxx	0.00	
Uniform Del:	0.0	0.0	12.3		18.5	18.5	18.5		0.0	15.5	15.5		0.0	0.0	0.0	
IncremntDel:	0.0	0.0	0.7		90.7	90.7	90.7		0.0	450	449.6		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	0.0	13.0		109.2	109	109.2		0.0	465	465.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	13.0		109.2	109	109.2		0.0	465	465.1		0.0	0.0	0.0	
LOS by Move:	A	A	B		F	F	F		A	F	F		A	A	A	
HCM2kAvgQ:	0	0	1		28	28	28		0	39	39		2	2	0	

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

Intersection #18 Main / Folsom

Cycle (sec): 60 Critical Vol./Cap.(X): 1.756
Loss Time (sec): 10 Average Delay (sec/veh): 202.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Main								Folsom							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	19	19		0	0	0		31	31	31		31	0	31	
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 1	0	0	1!	0 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	196	172	31		74	271	149		45	979	343		5	0	217	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	196	172	31		74	271	149		45	979	343		5	0	217	
Added Vol:	0	1	0		0	0	0		1	1	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	196	173	31		74	271	149		46	980	343		5	0	217	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	200	177	32		76	277	152		47	1000	350		5	0	221	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	200	177	32		76	277	152		47	1000	350		5	0	221	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	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:	200	177	32		76	277	152		47	1000	350		5	0	221	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.73	0.75		0.86	0.86	0.86		0.67	0.41	0.37		0.66	0.95	0.66	
Lanes:	0.49	0.51	1.00		0.15	0.55	0.30		0.04	1.42	0.54		1.00	0.00	1.00	
Final Sat.:	801	707	1424		244	893	491		52	1107	387		1262	0	1262	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.25	0.02		0.31	0.31	0.31		0.90	0.90	0.90		0.00	0.00	0.18	
Crit Moves:		****				****					****					
Green/Cycle:	0.32	0.32	0.32		0.00	0.00	0.00		0.52	0.52	0.52		0.52	0.00	0.52	
Volume/Cap:	0.79	0.79	0.07		xxxx	xxxx	xxxx		1.75	1.75	1.75		0.01	0.00	0.34	
Uniform Del:	18.7	18.7	14.3		0.0	0.0	0.0		14.5	14.5	14.5		7.0	0.0	8.5	
IncremntDel:	12.4	12.4	0.3		0.0	0.0	0.0		342.2	342	342.2		0.0	0.0	1.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00		1.00	1.00	1.00		1.00	0.00	1.00	
Delay/Veh:	31.1	31.1	14.6		0.0	0.0	0.0		356.7	357	356.7		7.0	0.0	9.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.1	31.1	14.6		0.0	0.0	0.0		356.7	357	356.7		7.0	0.0	9.9	
LOS by Move:	C	C	B		A	A	A		F	F	F		A	A	A	
HCM2kAvgQ:	8	7	0		8	8	8		88	54	50		0	0	3	

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

Intersection #19 Spear / Folsom

Cycle (sec):	60	Critical Vol./Cap.(X):	2.490
Loss Time (sec):	8	Average Delay (sec/veh):	553.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Spear						Folsom					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	23	23	23	0	29	29	29	29	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	1! 0	0	0	1! 0	0	1	0 1	0	1	0 1
Volume Module:												
Base Vol:	23	23	137	164	328	82	292	676	55	19	107	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	23	137	164	328	82	292	676	55	19	107	65
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	23	137	164	328	82	292	677	55	19	107	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	23	23	140	167	335	84	298	691	56	19	109	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	23	140	167	335	84	298	691	56	19	109	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	23	140	167	335	84	298	691	56	19	109	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.75	0.75	0.75	0.29	0.29	0.29	0.66	0.20	0.20	0.68	0.68	0.68
Lanes:	0.12	0.13	0.75	0.29	0.57	0.14	0.21	1.66	0.13	0.20	1.12	0.68
Final Sat.:	179	179	1068	160	320	80	268	621	50	259	1457	885
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	1.05	1.05	1.05	1.11	1.11	1.11	0.07	0.07	0.07
Crit Moves:					****			****				
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.34	0.34	0.34	2.73	2.73	2.73	2.30	2.30	2.30	0.15	0.15	0.15
Uniform Del:	13.1	13.1	13.1	18.5	18.5	18.5	15.5	15.5	15.5	8.7	8.7	8.7
IncremntDel:	1.7	1.7	1.7	791.7	792	791.7	591.9	592	591.9	0.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	14.8	14.8	14.8	810.2	810	810.2	607.4	607	607.4	8.9	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	14.8	14.8	810.2	810	810.2	607.4	607	607.4	8.9	8.9	8.9
LOS by Move:	B	B	B	F	F	F	F	F	F	A	A	A
HCM2kAvgQ:	3	3	3	58	58	58	130	40	40	1	1	1

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

Intersection #20 The Embarcadero / Folsom

Cycle (sec):	90	Critical Vol./Cap.(X):	1.191
Loss Time (sec):	10	Average Delay (sec/veh):	144.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	The Embarcadero						Folsom					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	12	49	0	0	32	32	31	0	31	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:	1	0	2 0	0	0	1 1	0	1	0 0	1	0	0 0
Volume Module:												
Base Vol:	249	2051	0	0	1596	32	541	0	377	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:	249	2051	0	0	1596	32	541	0	377	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	2051	0	0	1596	32	541	0	378	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	254	2093	0	0	1629	33	552	0	386	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	2093	0	0	1629	33	552	0	386	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	2093	0	0	1629	33	552	0	386	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.74	1.00	1.00	1.02	0.93	0.93	1.00	0.83	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.96	0.04	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1769	2802	0	0	3796	76	1769	0	1583	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.75	0.00	0.00	0.43	0.43	0.31	0.00	0.24	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.13	0.54	0.00	0.00	0.35	0.35	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	1.10	1.38	0.00	0.00	1.23	1.23	0.92	0.00	0.72	0.00	0.00	0.00
Uniform Del:	39.2	20.7	0.0	0.0	29.3	29.3	28.5	0.0	25.9	0.0	0.0	0.0
IncremntDel:	90.3	177	0.0	0.0	108	108.3	21.2	0.0	8.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	129.5	197	0.0	0.0	138	137.6	49.7	0.0	33.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	129.5	197	0.0	0.0	138	137.6	49.7	0.0	33.9	0.0	0.0	0.0
LOS by Move:	F	F	A	A	F	F	D	A	C	A	A	A
HCM2kAvgQ:	10	66	0	0	42	39	14	0	9	0	0	0

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

Intersection #21 Second / Harrison

Cycle (sec):	60	Critical Vol./Cap.(X):	1.557
Loss Time (sec):	10	Average Delay (sec/veh):	186.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Second						Harrison					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	21	21	21	21	21	21
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	1	0 2	0 1	0	1 0	0 1	0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	74	462	870	223	566	490	20	243	27	134	727	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	462	870	223	566	490	20	243	27	134	727	72
Added Vol:	0	70	0	0	22	33	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	532	870	223	588	523	20	244	27	134	727	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	76	543	888	228	600	534	20	249	28	137	742	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	543	888	228	600	534	20	249	28	137	742	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	543	888	228	600	534	20	249	28	137	742	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.52	0.40	0.16	0.54	0.54	0.73	0.18	0.73	0.40	0.65	0.65
Lanes:	0.24	1.76	2.00	0.81	0.63	0.56	0.04	1.91	0.05	1.00	1.82	0.18
Final Sat.:	242	1739	1504	247	650	579	54	663	73	757	2260	224
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.59	0.92	0.92	0.92	0.38	0.38	0.38	0.18	0.33	0.33
Crit Moves:					****			****				
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.65	0.65	1.22	1.91	1.91	1.91	1.07	1.07	1.07	0.52	0.94	0.94
Uniform Del:	11.6	11.6	15.5	15.5	15.5	15.5	19.5	19.5	19.5	15.5	18.9	18.9
IncremntDel:	3.4	3.4	111.7	414.0	414	414.0	74.6	74.6	74.6	7.0	18.7	18.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.0	15.0	127.2	429.5	429	429.5	94.1	94.1	94.1	22.5	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	15.0	127.2	429.5	429	429.5	94.1	94.1	94.1	22.5	37.6	37.6
LOS by Move:	B	B	F	F	F	F	F	F	F	C	D	D
HCM2kAvgQ:	6	6	24	25	78	78	20	7	20	3	13	13

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

Intersection #22 First / Harrison / I-80 EB On-Ramp

Cycle (sec):	60	Critical Vol./Cap.(X):	1.513
Loss Time (sec):	8	Average Delay (sec/veh):	161.9
Optimal Cycle:	180	Level Of Service:	F

Street Name:	First						Harrison					
Approach:	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			Permit+Prot		
Rights:	Include			Include			Include			Include		
Min. Green:	31	0	31	31	31	31	0	6	6	11	21	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	1! 0	0	1 0	2	0 1	0 0	1	1 0	1 1	1	0 0
Volume Module:												
Base Vol:	1	0	1	21	1488	267	0	66	11	955	654	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	21	1488	267	0	66	11	955	654	0
Added Vol:	0	0	0	2	30	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	23	1518	267	0	67	11	955	654	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	1	0	1	23	1549	272	0	68	11	974	667	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	23	1549	272	0	68	11	974	667	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:	1	0	1	23	1549	272	0	68	11	974	667	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	1.00	0.72	0.15	0.52	0.36	1.00	0.80	0.16	0.70	0.78	1.00
Lanes:	0.50	0.00	0.50	1.00	2.00	1.00	0.00	1.10	0.90	1.82	1.18	0.00
Final Sat.:	681	0	681	287	1990	685	0	1663	273	2422	1758	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.78	0.40	0.00	0.04	0.04	0.40	0.38	0.00
Crit Moves:					****					****		
Green/Cycle:	0.52	0.00	0.52	0.52	0.52	0.52	0.10	0.10	0.10	0.35	0.35	0.00
Volume/Cap:	0.00	0.00	0.00	0.16	1.50	0.76	0.00	0.41	0.41	1.27	1.08	0.00
Uniform Del:	6.9	0.0	6.9	7.5	14.4	11.5	0.0	25.3	25.3	22.6	19.5	0.0
IncremntDel:	0.0	0.0	0.0	2.2	229	14.5	0.0	6.3	6.3	126.6	49.8	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	6.9	0.0	6.9	9.8	243	25.9	0.0	31.7	31.7	149.2	69.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.9	0.0	6.9	9.8	243	25.9	0.0	31.7	31.7	149.2	69.3	0.0
LOS by Move:	A	A	A	A	F	C	A	C	C	F	E	A
HCM2kAvgQ:	0	0	0	0	50	6	0	2	1	24	16	0

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

Intersection #23 Fremont / Harrison / I-80 WB Off-Ramp

Cycle (sec):	60	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	10	Average Delay (sec/veh):	80.0
Optimal Cycle:	83	Level Of Service:	E

Street Name:	Fremont / I-80 WB Off-Ramp						Harrison					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	21	29	29	0	0	29	29
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	1 0	0	0 0	0 1	0	1 0	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	279	5	89	0	0	1317	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	279	5	89	0	0	1317	74
Added Vol:	0	0	0	0	0	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	279	8	89	0	0	1317	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	0	0	285	8	91	0	0	1344	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	285	8	91	0	0	1344	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	285	8	91	0	0	1344	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	1.00	1.00	0.76	0.80	0.80	1.00	1.00	0.43	0.79
Lanes:	0.00	0.00	2.00	0.00	0.00	1.00	0.08	0.92	0.00	0.00	2.91	0.09
Final Sat.:	0	0	3610	0	0	1435	125	1388	0	0	2397	135
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.20	0.07	0.07	0.00	0.00	0.56	0.56
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.35	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.57	0.14	0.14	0.00	0.00	1.16	1.16
Uniform Del:	0.0	0.0	0.0	0.0	0.0	15.8	8.6	8.6	0.0	0.0	15.5	15.5
IncremntDel:	0.0	0.0	0.0	0.0	0.0	4.6	0.4	0.4	0.0	0.0	81.4	81.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	20.4	9.0	9.0	0.0	0.0	96.9	96.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	20.4	9.0	9.0	0.0	0.0	96.9	96.9
LOS by Move:	A	A	A	A	A	C	A	A	A	A	F	F
HCM2kAvgQ:	0	0	0	0	0	5	1	1	0	0	18	32

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

Intersection #24 Main / Harrison

Cycle (sec):	60	Critical Vol./Cap.(X):	1.195
Loss Time (sec):	9	Average Delay (sec/veh):	73.6
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Main						Harrison					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	26	26	26	26	26	26
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:	1	0 0	1 0	0	1 0	0 1	0	0 1!	0 0	0	1 1	1 0
Volume Module:												
Base Vol:	239	316	22	5	242	205	12	44	28	7	846	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	316	22	5	242	205	12	44	28	7	846	41
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	317	22	5	242	205	12	44	28	7	846	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	244	323	22	5	247	209	12	45	29	7	863	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	323	22	5	247	209	12	45	29	7	863	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	323	22	5	247	209	12	45	29	7	863	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.87	0.87	0.88	0.88	0.31	0.75	0.75	0.75	0.73	0.31	0.73
Lanes:	1.00	0.94	0.06	0.02	0.98	1.00	0.14	0.53	0.33	0.01	2.93	0.06
Final Sat.:	475	1551	108	34	1632	598	204	747	475	14	1719	83
Capacity Analysis Module:												
Vol/Sat:	0.51	0.21	0.21	0.15	0.15	0.35	0.06	0.06	0.06	0.50	0.50	0.50
Crit Moves:	****										****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	1.23	0.50	0.50	0.36	0.36	0.84	0.14	0.14	0.14	1.16	1.16	1.16
Uniform Del:	17.5	12.9	12.9	12.0	12.0	15.7	10.2	10.2	10.2	17.0	17.0	17.0
IncremntDel:	140.3	2.6	2.6	1.5	1.5	27.3	0.5	0.5	0.5	85.6	85.6	85.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	157.8	15.5	15.5	13.5	13.5	43.0	10.7	10.7	10.7	102.6	103	102.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	157.8	15.5	15.5	13.5	13.5	43.0	10.7	10.7	10.7	102.6	103	102.6
LOS by Move:	F	B	B	B	B	D	B	B	B	F	F	F
HCM2kAvgQ:	13	5	5	3	3	3	1	1	1	26	11	26

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

Intersection #25 Spear / Harrison

Cycle (sec):	60	Critical Vol./Cap.(X):	1.203
Loss Time (sec):	10	Average Delay (sec/veh):	100.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Spear						Harrison					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	0	21	21	21	21	0	29	29	29	29	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	1! 0	0	1	0 0 1	0	0	0 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	46	190	143	70	20	542	0	85	65	27	372	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	190	143	70	20	542	0	85	65	27	372	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	190	143	70	20	542	0	85	65	27	372	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	47	194	146	71	20	553	0	87	66	28	380	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	194	146	71	20	553	0	87	66	28	380	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	194	146	71	20	553	0	87	66	28	380	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.53	0.53	0.60	1.00	0.83	0.83	0.23	0.21	0.78
Lanes:	0.12	0.50	0.38	0.78	0.22	1.00	0.00	0.57	0.43	0.12	1.84	0.04
Final Sat.:	184	761	573	787	225	1140	0	895	684	53	733	53
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.09	0.09	0.49	0.00	0.10	0.10	0.52	0.52	0.52
Crit Moves:						****					****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.00	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.73	0.73	0.73	0.26	0.26	1.39	0.00	0.20	0.20	1.07	1.07	1.07
Uniform Del:	17.0	17.0	17.0	13.9	13.9	19.5	0.0	8.9	8.9	15.5	15.5	15.5
IncremntDel:	8.5	8.5	8.5	1.8	1.8	188.9	0.0	0.6	0.6	64.8	64.8	64.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.5	25.5	25.5	15.7	15.7	208.4	0.0	9.5	9.5	80.3	80.3	80.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	25.5	25.5	15.7	15.7	208.4	0.0	9.5	9.5	80.3	80.3	80.3
LOS by Move:	C	C	C	B	B	F	A	A	A	F	F	F
HCM2kAvgQ:	8	8	8	1	1	29	0	2	2	8	7	26

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

Intersection #26 Second / Bryant

Cycle (sec):	60	Critical Vol./Cap.(X):	1.229
Loss Time (sec):	7	Average Delay (sec/veh):	77.9
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Second						Bryant					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	26	26	26	26	0	27	27	27	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	1 1 1	0	1	1 0 0	2	0	2 1 0	0	0	0 0 0
Volume Module:												
Base Vol:	0	651	151	9	650	0	778	787	37	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	651	151	9	650	0	778	787	37	0	0	0
Added Vol:	0	32	0	0	22	0	38	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	683	151	9	672	0	816	787	37	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	697	154	9	686	0	833	803	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	697	154	9	686	0	833	803	38	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	697	154	9	686	0	833	803	38	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.39	0.16	0.78	0.78	1.00	0.38	0.31	0.77	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.03	1.97	0.00	2.00	2.94	0.06	0.00	0.00	0.00
Final Sat.:	0	1493	299	39	2934	0	1462	1715	81	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.52	0.23	0.23	0.00	0.57	0.47	0.47	0.00	0.00	0.00
Crit Moves:			****				****					
Green/Cycle:	0.00	0.43	0.43	0.43	0.43	0.00	0.45	0.45	0.45	0.00	0.00	0.00
Volume/Cap:	0.00	1.08	1.19	0.54	0.54	0.00	1.27	1.04	1.04	0.00	0.00	0.00
Uniform Del:	0.0	17.0	17.0	12.6	12.6	0.0	16.5	16.5	16.5	0.0	0.0	0.0
IncremntDel:	0.0	55.0	99.5	1.6	1.6	0.0	131.5	42.6	42.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	72.0	116.5	14.2	14.2	0.0	148.0	59.1	59.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	72.0	116.5	14.2	14.2	0.0	148.0	59.1	59.1	0.0	0.0	0.0
LOS by Move:	A	E	F	B	B	A	F	E	E	A	A	A
HCM2kAvgQ:	0	15	9	6	6	0	22	12	24	0	0	0

Non-Motorized Mode Analysis

Table 1A - PM 2030 No Project - Crosswalk Level of Service Calculation

Intersection	Crosswalk	Pedestrian Green Time	Pedestrians per 15 minutes		N_{TV}	Length (Ld)	Width (Wd)
			Inbound (V_{di})	Outbound (V_{do})			
			East/North	West/South			
1st & Howard	$N_{crosswalk}$	18.5	110	95	0.0	37	12
	$E_{crosswalk}$	27	111	88	0.0	38	9
	$S_{crosswalk}$	18.5	92	85	0.0	48	11.5
	$W_{crosswalk}$	27	89	88	18.2	37	9.5
Fremont & Howard	$N_{crosswalk}$	20	93	77	2.7	47	11
	$E_{crosswalk}$	33	144	89	5.7	37	10
	$S_{crosswalk}$	20	109	72	0.0	50	11
	$W_{crosswalk}$	33	82	86	0.0	45	9
Beale & Folsom	$N_{crosswalk}$	30	32	26	0.0	43	11.5
	$E_{crosswalk}$	27	21	37	1.6	48	9
	$S_{crosswalk}$	30	30	25	1.2	38	9
	$W_{crosswalk}$	27	19	22	7.6	49	9
Fremont & Mission	$N_{crosswalk}$	19	239	255	1.8	48	13.5
	$E_{crosswalk}$	25	228	286	4.2	38.5	14
	$S_{crosswalk}$	19	281	202	0.0	48	13
	$W_{crosswalk}$	25	260	398	0.0	46.5	14
1st & Mission	$N_{crosswalk}$	26	233	145	0.0	41	14.5
	$E_{crosswalk}$	23	256	315	0.0	44.5	14.5
	$S_{crosswalk}$	21	264	242	4.6	42	16.5
	$W_{crosswalk}$	21	229	232	6.5	44.5	15

Table 1B - PM 2030 No Project - Crosswalk Level of Service Calculation

Intersection	Crosswalk	TS_E	Pedestrians per Cycle		N	t	T	M	LOS
			Inbound (V_{di})	Outbound (V_{do})					
1st & Howard	$N_{crosswalk}$	5867	7	6	5	15	204	29	C
	$E_{crosswalk}$	7377	7	6	4	15	202	36	C
	$S_{crosswalk}$	6427	6	6	4	18	211	30	C
	$W_{crosswalk}$	710	6	6	4	15	176	4	F
Fremont & Howard	$N_{crosswalk}$	5703	6	5	4	18	199	29	C
	$E_{crosswalk}$	7994	10	6	4	15	230	35	C
	$S_{crosswalk}$	7071	7	5	4	18	222	32	C
	$W_{crosswalk}$	10761	5	6	4	17	192	56	B
Beale & Folsom	$N_{crosswalk}$	11797	2	2	1	16	61	194	A
	$E_{crosswalk}$	8114	1	2	2	17	67	121	A
	$S_{crosswalk}$	7959	2	2	1	14	53	151	A
	$W_{crosswalk}$	6102	1	1	1	18	48	126	A
Fremont & Mission	$N_{crosswalk}$	6924	16	17	13	20	646	11	E
	$E_{crosswalk}$	8140	15	19	14	17	578	14	E
	$S_{crosswalk}$	7577	19	13	11	19	616	12	E
	$W_{crosswalk}$	11951	17	27	19	20	886	13	E
1st & Mission	$N_{crosswalk}$	11975	16	10	7	16	408	29	C
	$E_{crosswalk}$	10739	17	21	16	19	717	15	E
	$S_{crosswalk}$	7381	18	16	12	17	580	13	E
	$W_{crosswalk}$	5874	15	15	12	18	555	11	E

Table 2A - PM 2030 Project - Crosswalk Level of Service Calculation

Intersection	Crosswalk	Pedestrian Green Time	Pedestrians per 15 minutes		N_{TV}	Length (Ld)	Width (Wd)
			Inbound (V_{di})	Outbound (V_{do})			
			East/North	West/South			
1st & Howard	$N_{crosswalk}$	18.5	145	111	0.0	37	12
	$E_{crosswalk}$	27	148	109	0.0	38	9
	$S_{crosswalk}$	18.5	123	99	0.0	48	11.5
	$W_{crosswalk}$	27	117	106	18.2	37	9.5
Fremont & Howard	$N_{crosswalk}$	20	108	108	2.7	47	11
	$E_{crosswalk}$	33	170	107	5.7	37	10
	$S_{crosswalk}$	20	124	103	0.0	50	11
	$W_{crosswalk}$	33	120	108	0.0	45	9
Beale & Folsom	$N_{crosswalk}$	30	34	28	0.0	43	11.5
	$E_{crosswalk}$	27	23	39	1.6	48	9
	$S_{crosswalk}$	30	32	27	1.2	38	9
	$W_{crosswalk}$	27	22	24	7.6	49	9
Fremont & Mission	$N_{crosswalk}$	19	275	322	1.8	48	13.5
	$E_{crosswalk}$	25	266	357	4.2	38.5	14
	$S_{crosswalk}$	19	324	282	0.0	48	13
	$W_{crosswalk}$	25	303	469	0.0	46.5	14
1st & Mission	$N_{crosswalk}$	26	280	169	0.0	41	14.5
	$E_{crosswalk}$	23	285	359	0.0	44.5	14.5
	$S_{crosswalk}$	21	316	269	4.6	42	16.5
	$W_{crosswalk}$	21	257	273	6.5	44.5	15

Table 2B - PM 2030 Project - Crosswalk Level of Service Calculation

Intersection	Crosswalk	TS_E	Pedestrians per Cycle		N	t	T	M	LOS
			Inbound (V_{di})	Outbound (V_{do})					
1st & Howard	$N_{crosswalk}$	5867	10	7	6	15	258	23	D
	$E_{crosswalk}$	7377	10	7	5	16	267	28	C
	$S_{crosswalk}$	6427	8	7	5	18	268	24	D
	$W_{crosswalk}$	710	8	7	5	15	225	3	F
Fremont & Howard	$N_{crosswalk}$	5703	7	7	6	18	259	22	D
	$E_{crosswalk}$	7994	11	7	5	15	276	29	C
	$S_{crosswalk}$	7071	8	7	5	19	284	25	C
	$W_{crosswalk}$	10761	8	7	5	17	264	41	B
Beale & Folsom	$N_{crosswalk}$	11797	2	2	1	16	65	182	A
	$E_{crosswalk}$	8114	2	3	2	17	71	114	A
	$S_{crosswalk}$	7959	2	2	1	14	56	142	A
	$W_{crosswalk}$	6102	1	2	1	18	53	116	A
Fremont & Mission	$N_{crosswalk}$	6924	18	21	17	20	808	9	E
	$E_{crosswalk}$	8140	18	24	17	18	727	11	E
	$S_{crosswalk}$	7577	22	19	15	20	806	9	E
	$W_{crosswalk}$	11951	20	31	23	21	1073	11	E
1st & Mission	$N_{crosswalk}$	11975	19	11	8	16	490	24	C
	$E_{crosswalk}$	10739	19	24	18	19	825	13	E
	$S_{crosswalk}$	7381	21	18	14	17	682	11	E
	$W_{crosswalk}$	5874	17	18	14	18	652	9	E

Crosswalk Level of Service Calculation

Definition:		**Calculation:**
TS	= available time-space (ft^2-sec)	$TS = L_d W_E((WALK+FDW)-L/2S_p)$
L	= crosswalk length (ft)	
W_E	= effective crosswalk width (ft)	
WALK + FDW	= effective pedestrian green time (s)	
S_p	= average speed of pedestrian (ft/s); 3.5 sec	
G	= green time for phase (s)	
N_{ped}	= number of pedestrians crossing during an interval (p)	$N_{ped} = V_{do}(C-G_c)/C$
v	= pedestrian volume (p/15-min)	
C	= cycle length (s)	$t = 3.2+L/Sp+(2.7*N/W_E)$
t	= total crossing time (s)	
T	= total crosswalk occupancy time (p-s)	$T = (V_{di} + V_{do})*t$
V_{di}	= inbound pedestrian volume (p/cycle)	
V_{do}	= outbound pedestrian volume (p/cycle)	
TS_{TV}	= time-space occupied by turning vehicles (ft^2-s)	$TS_{TV} = 40*N_{TV}*W_E$
N_{TV}	= number of vehicles during the green phase (veh)	
W_E	= effective width of crosswalk (ft)	
TS_E	= effective time-space (ft^2-s)	$TS-TS_{TV}$
M	= circulation area per pedestrian (ft^2/p)	$M = TS_E/T$
TS	= time-space (ft^2-s)	
T	= total crosswalk occupancy time (p-s)	

Average Flow LOS Criteria for Walkways and Sidewalks	
LOS	**space (ft^2/p)**
A	>60
B	>40-60
C	>24-40
D	>15-24
E	>8-15
F	$\leq$8

Source: Exhibit 18-3 Average Flow LOS Criteria for Walkways and Sidewalks, Highway Capacity Manual 2000

Corner Level of Service Calculation

Definition		Calculations
TS	= available time-space (ft^2-sec)	
$W_{a,b}$	= effective width of sidewalks (ft)	$TS = C(W_aW_b - 0.215R^2)$
R	= radius of corner curb (ft)	
C	= cycle length (s)	
Q_{tdo}	= total ped waiting time, major street, one cycle (p-s)	$Q_{tdo} = V_{do}R_{mi}^2/2C$
V_{do}	= number of peds waiting, major street, one cycle (p/cycle)	
R_{mi}	= the minor-street red phase (s)	
Q_{tco}	= total ped waiting time, minor street, one cycle (p-s)	$Q_{tco} = V_{co}R_{mj}^2/2C$
V_{co}	= number of peds waiting, minor street, one cycle (p/cycle)	
R_{mj}	= the major-street red phase (s)	
TS_c	= total time-space available for circulating peds (ft^2-sec)	$TS_c = TS - [5(Q_{tdo} + Q_{tco})]$
M	= circulation area per pedestrian (ft^2/p)	
v_{tot}	= total number of circulation pedestrians, one cycle	$v_{tot} = v_{ci} + v_{co} + v_{di} + v_{do} + v_{a,b}$
		$M = TS_c/4v_{tot}$

LOS Criteria for Pedestrian Queuing Areas	
LOS	**Space (ft2/p)**
A	>13
B	>10-13
C	>6-10
D	>3-6
E	>2-3
F	≤2

Source: Exhibit 18-7 Average Flow LOS Criteria for Walkways and Sidewalks, Highway Capacity Manual 2000

Table 3A - PM 2030 No Project - Corner Level of Service Calculation

Intersection	Corner	Flow, p/15-min					Flow, P/15 min * 1/60 = p/s					
		Vdi_{major}	Vdo_{major}	Vci_{minor}	Vco_{minor}	$V_{a,b}$	Vdi_{major}	Vdo_{major}	Vci_{minor}	Vco_{minor}	$V_{a,b}$	V_{tot}
1st & Howard	NEcorner	27	27	36	21	5.55	0.12	0.11	0.12	0.10	0.02	0.47
	SEcorner	19	19	21	36	4.75	0.10	0.10	0.10	0.11	0.02	0.44
	SWcorner	19	19	24	24	4.3	0.10	0.09	0.10	0.10	0.02	0.41
	NWcorner	27	27	24	24	5.1	0.10	0.10	0.11	0.08	0.02	0.41
Fremont & Howard	NEcorner	18	33	84	31	8.3	0.10	0.09	0.16	0.10	0.02	0.47
	SEcorner	34	28	31	84	8.85	0.12	0.08	0.10	0.16	0.02	0.48
	SWcorner	28	34	11	24	4.85	0.08	0.12	0.09	0.10	0.02	0.41
	NWcorner	33	18	24	11	4.3	0.09	0.10	0.10	0.09	0.02	0.39
Beale & Folsom	NEcorner	18	15	26	9	3.4	0.04	0.03	0.04	0.02	0.01	0.14
	SEcorner	16	15	9	26	3.3	0.03	0.03	0.02	0.04	0.01	0.13
	SWcorner	15	16	4	10	2.25	0.03	0.03	0.02	0.02	0.01	0.11
	NWcorner	18	15	10	4	2.35	0.03	0.03	0.02	0.02	0.01	0.12
Fremont & Mission	NEcorner	143	156	79	172	27.5	0.27	0.28	0.25	0.32	0.06	1.18
	SEcorner	128	64	172	79	22.15	0.31	0.22	0.32	0.25	0.06	1.16
	SWcorner	64	128	65	195	22.6	0.22	0.31	0.29	0.44	0.06	1.33
	NWcorner	156	143	195	65	27.95	0.28	0.27	0.44	0.29	0.06	1.35
1st & Mission	NEcorner	97	55	144	117	20.65	0.26	0.16	0.28	0.35	0.05	1.11
	SEcorner	67	134	117	144	23.1	0.29	0.27	0.35	0.28	0.06	1.26
	SWcorner	134	67	148	110	22.95	0.27	0.29	0.25	0.26	0.05	1.13
	NWcorner	55	97	110	148	20.5	0.16	0.26	0.26	0.25	0.05	0.98

Table 3B - PM 2030 No Project - Corner Level of Service Calculation

Intersection	Corner	R	$W_{a,major}$	$W_{b,minor}$	C	R_{major}	R_{minor}	Q_{tco}	Q_{tdo}	TS	TS_c	M	LOS
1st & Howard	NEcorner	15	17	15	60	30	35	65	44	12398	11854	105	A
	SEcorner	15	17	17	60	30	35	58	51	14438	13892	132	A
	SWcorner	15	17	17	60	30	35	58	44	14438	13930	141	A
	NWcorner	15	17	15	60	30	35	62	34	12398	11918	122	A
Fremont & Howard	NEcorner	15	18	15	60	27	40	68	36	13298	12775	113	A
	SEcorner	15	16	17	60	27	40	64	58	13418	12807	110	A
	SWcorner	15	17	15	60	27	40	97	35	12398	11738	120	A
	NWcorner	15	16	14	60	27	40	83	33	10538	9958	105	A
Beale & Folsom	NEcorner	15	26	23	60	34.5	26.5	10	13	32978	32861	1014	A
	SEcorner	15	13	19	60	34.5	26.5	10	25	11918	11745	372	A
	SWcorner	15	14	14	60	34.5	26.5	12	15	8858	8725	323	A
	NWcorner	15	11	21	60	34.5	26.5	11	13	10958	10836	389	A
Fremont & Mission	NEcorner	15	16	17	60	32.5	27.5	107	168	13418	12042	43	A
	SEcorner	15	16	17	60	32.5	27.5	85	134	13418	12323	44	A
	SWcorner	15	15	9	60	32.5	27.5	118	234	5198	3438	11	B
	NWcorner	15	16	16	60	32.5	27.5	100	153	12458	11192	35	A
1st & Mission	NEcorner	15	17	17	60	28	32	82	137	14438	13340	50	A
	SEcorner	15	17	9	60	28	32	137	111	6278	5033	17	A
	SWcorner	15	17	17	60	28	32	150	101	14438	13182	49	A
	NWcorner	15	17	17	60	28	32	133	100	14438	13274	56	A

Table 4A - PM 2030 Project - Corner Level of Service Calculation

Intersection	Corner	Flow, p/15-min					Flow, P/15 min * 1/60 = p/s					
		Vdi_{major}	Vdo_{major}	Vci_{minor}	Vco_{minor}	$V_{a,b}$	Vdi_{major}	Vdo_{major}	Vci_{minor}	Vco_{minor}	$V_{a,b}$	V_{tot}
1st & Howard	NEcorner	27	27	36	21	5.55	0.16	0.12	0.16	0.12	0.03	0.60
	SEcorner	19	19	21	36	4.75	0.15	0.12	0.14	0.13	0.03	0.56
	SWcorner	19	19	24	24	4.3	0.14	0.11	0.13	0.12	0.02	0.52
	NWcorner	27	27	24	24	5.1	0.13	0.12	0.13	0.11	0.02	0.51
Fremont & Howard	NEcorner	18	33	84	31	8.3	0.12	0.12	0.19	0.12	0.03	0.57
	SEcorner	34	28	31	84	8.85	0.14	0.11	0.12	0.19	0.03	0.59
	SWcorner	28	34	11	24	4.85	0.11	0.14	0.13	0.12	0.03	0.53
	NWcorner	33	18	24	11	4.3	0.12	0.12	0.12	0.13	0.02	0.52
Beale & Folsom	NEcorner	18	15	26	9	3.4	0.04	0.03	0.04	0.02	0.01	0.14
	SEcorner	16	15	9	26	3.3	0.04	0.03	0.02	0.04	0.01	0.14
	SWcorner	15	16	4	10	2.25	0.03	0.04	0.02	0.03	0.01	0.12
	NWcorner	18	15	10	4	2.35	0.03	0.03	0.03	0.02	0.01	0.12
Fremont & Mission	NEcorner	143	156	79	172	27.5	0.31	0.36	0.30	0.40	0.07	1.42
	SEcorner	128	64	172	79	22.15	0.36	0.31	0.40	0.30	0.07	1.43
	SWcorner	64	128	65	195	22.6	0.31	0.36	0.34	0.52	0.08	1.61
	NWcorner	156	143	195	65	27.95	0.36	0.31	0.52	0.34	0.08	1.60
1st & Mission	NEcorner	97	55	144	117	20.65	0.31	0.19	0.32	0.40	0.06	1.27
	SEcorner	67	134	117	144	23.1	0.35	0.30	0.40	0.32	0.07	1.43
	SWcorner	134	67	148	110	22.95	0.30	0.35	0.29	0.30	0.06	1.30
	NWcorner	55	97	110	148	20.5	0.19	0.31	0.30	0.29	0.05	1.14

Table 4B - PM 2030 Project - Corner Level of Service Calculation

Intersection	Corner	R	$W_{a,major}$	$W_{b,minor}$	C	R_{major}	R_{minor}	Q_{tco}	Q_{tdo}	TS	TS_c	M	LOS
1st & Howard	NEcorner	15	17	15	60	30	35	76	55	12398	11747	82	A
	SEcorner	15	17	17	60	30	35	73	58	14438	13783	103	A
	SWcorner	15	17	17	60	30	35	67	53	14438	13836	111	A
	NWcorner	15	17	15	60	30	35	74	49	12398	11781	95	A
Fremont & Howard	NEcorner	15	18	15	60	27	40	96	43	13298	12602	91	A
	SEcorner	15	16	17	60	27	40	91	69	13418	12617	90	A
	SWcorner	15	17	15	60	27	40	110	44	12398	11630	92	A
	NWcorner	15	16	14	60	27	40	96	48	10538	9816	79	A
Beale & Folsom	NEcorner	15	26	23	60	34.5	26.5	11	14	32978	32852	956	A
	SEcorner	15	13	19	60	34.5	26.5	10	26	11918	11735	351	A
	SWcorner	15	14	14	60	34.5	26.5	12	16	8858	8718	301	A
	NWcorner	15	11	21	60	34.5	26.5	12	14	10958	10826	362	A
Fremont & Mission	NEcorner	15	16	17	60	32.5	27.5	135	209	13418	11694	34	A
	SEcorner	15	16	17	60	32.5	27.5	118	156	13418	12047	35	A
	SWcorner	15	15	9	60	32.5	27.5	136	275	5198	3141	8	C
	NWcorner	15	16	16	60	32.5	27.5	115	178	12458	10990	29	A
1st & Mission	NEcorner	15	17	17	60	28	32	96	156	14438	13176	43	A
	SEcorner	15	17	9	60	28	32	153	124	6278	4891	14	A
	SWcorner	15	17	17	60	28	32	180	119	14438	12942	41	A
	NWcorner	15	17	17	60	28	32	159	112	14438	13082	48	A