STATE CLEARINGHOUSE #2010022006
PUBLIC REVIEW DRAFT
SEPTEMBER 8, 2010

MARTIAL COTTLE PARK

STATE PARK GENERAL PLAN/COUNTY PARK MASTER PLAN EIR

VOLUME II

County of Santa Clara Parks and Recreation Department
& California State Parks

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County of Santa Clara Parks and Recreation Department
& California State Parks

Prepared by

DESIGN, COMMUNITY & ENVIRONMENT

1625 SHATTUCK AVENUE, SUITE 300
BERKELEY, CALIFORNIA 94709

TEL: 510 848 3815
FAX: 510 848 4315

In Association with

Balance Hydrologics
Hexagon Transportation Consultants
LSA Associates, Inc.

Cover photograph of Martial Cottle taken at Cottle Ranch 1951, courtesy of the Donor, included as part of the Oral History.

APPENDIX A

NOTICE OF PREPARATION

County of Santa Clara

Parks and Recreation Department

298 Garden Hill Drive
Los Gatos, California 95032-7669
(408) 355-2200 FAX 355-2290
Reservations (408) 355-2201
www.parkhere.org

Santa Clara County
PARKS AND RECREATION DEPARTMENT

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

NOTICE OF PREPARATION
February 1, 2010

PROJECT TITLE: MARTIAL COTTLE PARK STATE PARK GENERAL PLAN/ COUNTY PARK MASTER PLAN

Santa Clara County is the lead agency under the requirements of the California Environmental Quality Act (CEQA) and is considering the preparation of an Environmental Impact Report (EIR) for the project identified above. We need to know the views of your agency or organization as to the scope and content of the environmental information that is germane to your agency or organization's statutory responsibilities or interest in connection with the proposed project. If you do not belong to an agency or organization, this notice has been sent to inform you that detailed planning for the Martial Cottle Park State Park General Plan/County Park Master Plan EIR is commencing and to provide you with an early opportunity to learn more about the project at the Public Information meeting and discuss the project. If you have issues that are important to you, a response to the Notice of Preparation will provide you the opportunity to request that the EIR identify those issues.

Your written response must be sent to the address no later than March 3, 2010, or no later than thirty (30) days after the receipt of this notice. We would appreciate the name of a contact person, name of agency/organization/other, and mailing address of a contact person to direct future correspondence.

PROJECT DESCRIPTION: Martial Cottle Park (the Park) is located in unincorporated Santa Clara County. The 256.64-acre Park is within the jurisdiction of Santa Clara County, but is surrounded by land within City of San Jose city limits. The Park consists of lands owned by the State of California Department of Parks and Recreation (California State Parks) and the Santa Clara County Parks and Recreation Department (Santa Clara County Parks). California State Parks and Santa Clara Parks are preparing a combined State Park General Plan/County Park Master Plan in compliance with the requirements set forth in Title 14 of the California Administration Code.

The regional and project locations of the Park are shown in Figures 1 and 2, respectively (attached). As shown in Figure 2, the Park is generally rectangular in shape with a "panhandle" that extends from the southwest corner. The Park is roughly bounded by Branham Lane to the north; Snell Avenue and the Park donor's Life Estate to the east; Chynoweth Avenue, Colony Field Drive, and State Route 85 to the south; and Barron Park Drive, Birmingham Drive, and Vistapark Drive to the west. At the southeast corner of the site, the Life Estate remains in active use. The Park donor's private residence is located on the Life Estate, as well as approximately 25 acres of actively-farmed land.

The Martial Cottle Park State Park General Plan/County Park Master Plan (the Plan) contains goals, guidelines, and objectives to guide the creation of the Park. The Plan also includes design guidelines for the design and construction of the following Park components: entrances and gates, architecture, fencing, roads, parking areas, trails and buffers, planning, landscape components, and signage. The establishment of the Park is intended to protect a piece of Santa Clara Valley's history and provide an agricultural, recreational, and educational resource. The main uses of the Park would include agricultural production, habitat enhancement, visitor-serving and recreational facilities and trails, and educational and interpretive programming related to the site's cultural and natural resources. The conceptual master plan for the Park is shown in Figure 3.

Over half of the Park would be in agricultural production to provide food primarily for local and regional markets. The Park would include on-site marketing opportunities for farmers, as well as facilities for produce storage, processing, and packaging. The Park's natural resources would be enhanced through the restoration and enhancement of seasonal wetland habitat along the Canoas Creek channel, the retention of existing trees, and the establishment of diverse hedgerows. A small native plant nursery located on site would support on-site and regional habitat enhancement efforts. As part of the agricultural education programming, the Park would include interpretive and other signage along trails and at key points of interest, demonstration gardens, community gardens and urban forestry program areas, and youth agricultural facilities. Recreational activities within the Park would be passive, supported by a trail network through agricultural land and through the enhanced seasonal wetlands, and by picnic grounds and day use facilities. A visitor center, multi-use outdoor pavilion, grassy park, and picnic areas would serve as community space for events and gatherings.

The Park would be developed in a series of phases. Phase 1, extending from 2010 to 2019, would focus on establishing basic infrastructure and facilities to enable farming operations to be initiated as well as necessary improvements to allow for public access and limited recreational activities. Phase 1 improvements would include:

Parkwide Circulation and Access

- Design and construct the main Park entrance, including entry sign, landscaping, entry kiosk, paved entry road, and the primary public parking area.
- Establish at least one service/emergency entrance and develop unpaved service roads. Signage, gates, and fencing should be included.
- Design and construct multi-use trails and non-vehicular access points, including buffer landscaping pedestrian gates, dog courtesy stations, and other support facilities.

Parkwide Utilities

- Design and construct a water, electricity and gas infrastructure that includes meters and that allows for flexibility in park leasing.
- Design and construct an underground electrical supply system that includes meters and that allows for flexibility in park leasing.

Park and Recreation Areas

- Establish utility connections that will be necessary to support Park uses.
- Design and construct the visitor center complex, including gathering spaces, meeting rooms, staff offices and restrooms.
- Develop approximately five acres of developed open space in proximity to the visitor center. This area should provide opportunities for passive recreation, including picnicking.
- Develop a corporation yard and potential on-site caretaker residence to support Park activities. The corporation yard should include security fencing, security lighting, and temporary mobile trailer.
- Establish buffer areas in association with multi-use trails and initiate landscape improvements to these areas.
- Develop an interpretive program and signage program for the Park.
- Provide limited interpretive elements, such as panels, displays and programs.

- Provide signage to orient Park visitors, including informational and directional signage, regulatory signage, and Park maps.
- Develop adequate restrooms to accommodate level of use.

Leased Agriculture Areas

- Address the repair, maintenance and upgrade of the well located on State Parks property in order that the well may be utilized irrigation of agricultural areas.
- Develop and release Request for Proposals from farmers/lessees.
- Establish management structure for agricultural operations.
- Initiate soil improvement/preparation activities.
- Establish basic infrastructure for irrigation, water, sewer, electricity and other utilities.
- Develop an agricultural corporation yard.
- Provide security fencing around areas to be farmed.

Cooperative Management Areas

- Establish relationships with potential cooperative partners, including the City of San Jose, University of California Cooperative Extension (UCCE), Santa Clara Valley Water District (SCVWD), nongovernmental organizations, and others.
- Designate areas for agricultural research, youth agriculture, demonstration gardens, and urban forestry.
- Provide utility connections, gates, fencing and other basic infrastructure to enable cooperative partners to occupy designated areas.

Subsequent development phases would extend approximately ten to fifteen years beyond Phase 1. Subsequent phases would be necessary to complete park components initiated during Phase 1, such as interpretive programming and recreational open space areas, and to develop other components of the Plan that would not yet have been initiated, such as the seasonal wetland area, native plant nursery, and multi-use outdoor pavilion.

POSSIBLE EFFECTS AND MITIGATIONS: The project would have potential effects on aesthetics; agricultural and forest resources; air quality; biological resources; cultural, historical, and archaeological resources; energy; geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; public services; recreation; transportation and traffic; and utilities and service systems. In most cases, it is anticipated that these potential effects would either be minor, avoided through careful planning and coordination, or would utilize mitigation measures and policies

to reduce potential impacts to less-than-significant levels. The EIR will address these environmental issues in detail and outline any mitigation measures required to reduce potentially significant effects. In cases where potentially significant impacts cannot be reduced to a less than significant level through mitigation, significant and unavoidable impacts would be identified. CEQA allows environmental issues for which there is no likelihood of a significant impact to be "scoped out," and not analyzed further in the EIR. Initial studies of the project have determined that the project would not have an effect on mineral resources or population and housing. Therefore, these issues would not be analyzed in detail in the EIR.

PUBLIC MEETINGS: The Santa Clara County Parks and Recreation Department and the California Department of Parks and Recreation have implemented an active involvement program for the planning and development of Martial Cottle Park. A Public Information meeting will take place on **Wednesday, February 10, 2010** between 6:30 pm and 8:30 pm at Gunderson High School, 622 Gaundabert Lane, Forum/Cafeteria, San Jose, California, 95136-2830. An overview of the design concepts and project implementation will be presented and the planning team will accept comments and questions from the public. Notices associated with the project's CEQA review are available at the following websites.

California State Parks' CEQA Notices website:
http://www.parks.ca.gov

Santa Clara County Parks' Martial Cottle Park Master Plan Project website:
http://www.parkhere.org

PLAN DEVELOPMENT & ENVIRONMENTAL REVIEW: Once written and prepared, the Martial Cottle Park State Park General Plan/County Park Master Plan Draft EIR will be made available for public review and comment in accordance with CEQA. The Draft EIR will then be refined, and responses to public comments will be prepared. A Final EIR with appropriate revisions and responses to comments will then be submitted for review and consideration by the Santa Clara County Parks and Recreation Commission and the Housing, Land Use, Environment and Transportation (HLUET) Committee of the County Board of Supervisors, before the Final EIR and the Park Plan are forwarded to the Board of Supervisors for adoption/certification of the Final EIR and project approval. Once County approvals are obtained, the project would be submitted to the California State Park and Recreation Commission for their consideration and project approval.

PLAN DEVELOPMENT & ENVIRONMENTAL REVIEW: Once written and prepared, the Martial Cottle Park State Park General Plan/County Park Master Plan Draft EIR will be made available for public review and comment in accordance with CEQA. The Draft EIR will then be refined, and responses to public comments will be prepared. A Final EIR with appropriate revisions and responses to comments will then be submitted for review and consideration by the Santa Clara County Parks and State Parks and Recreation Commission and the Housing, Land Use, Environment and Transportation (HLUET) Committee of the County Board of Supervisors, before the Final EIR and the Park Plan are forwarded to the Board of Supervisors for adoption/certification of the Final EIR and project approval. Once County approvals are obtained, the project would be submitted to the California State Park and Recreation Commission for their consideration and project approval.

SANTA CLARA COUNTY PARKS AND RECREATION DEPARTMENT CONTACT PERSON:

Jane Mark, AICP, Senior Planner
Santa Clara County Parks and Recreation Department
298 Garden Hill Drive, Los Gatos, CA 95032
(408) 355-2237
Jane.Mark@prk.sccgov.org

Jane Mark, AICP, Senior Planner
Santa Clara County Parks and Recreation Department

Source: Santa Clara County Parks and Recreation Department, April 2008, Martial Cottle Park Final Resource Inventory, page 1-5.

FIGURE 1

REGIONAL LOCATION

FIGURE 2

PROJECT LOCATION AND SURROUNDING LAND USES

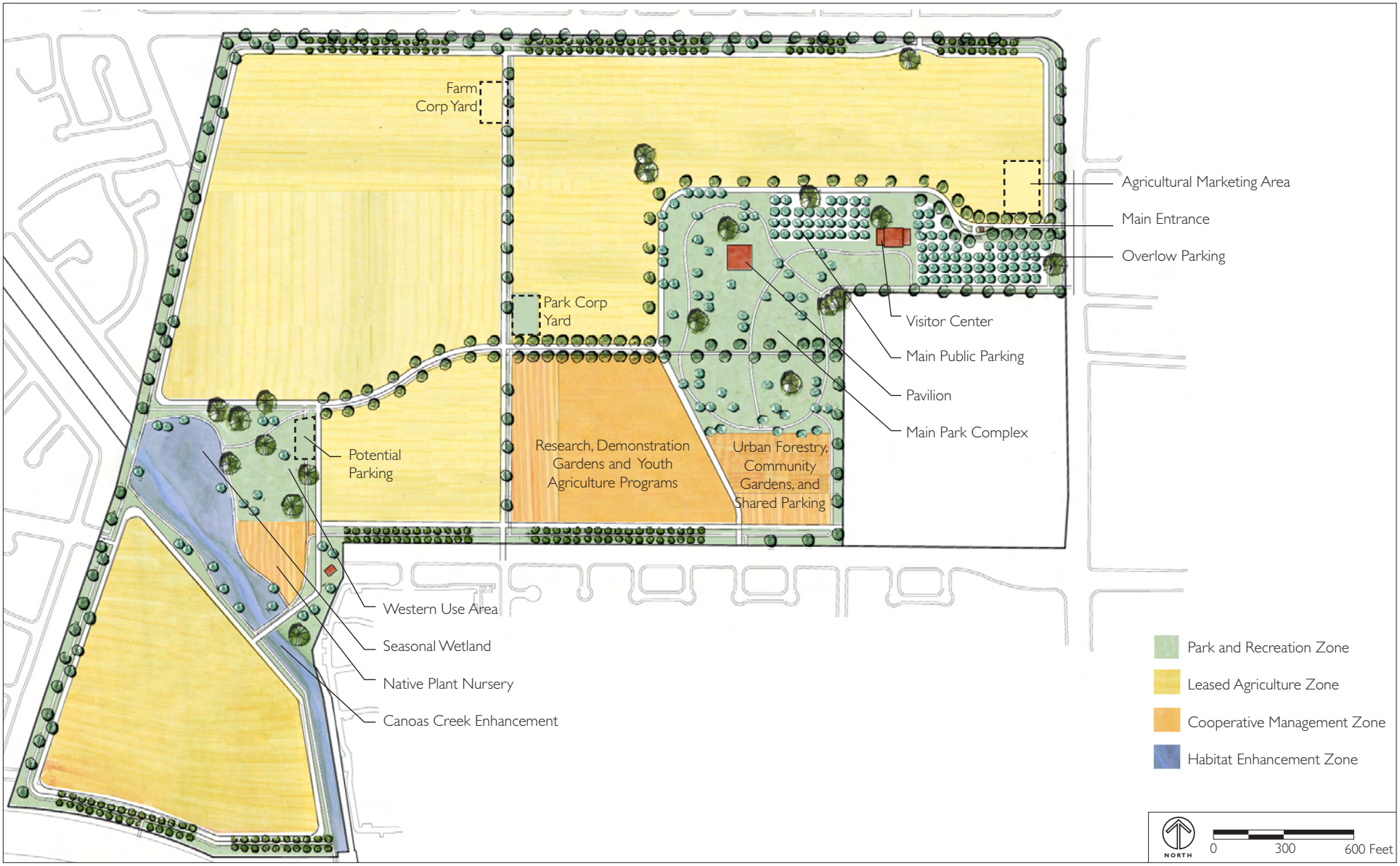

FIGURE 3

PROJECT CONCEPTUAL MASTER PLAN

APPENDIX B

LIST OF NOTICE OF PREPARATION RESPONDENTS

NOTICE OF PREPARATION RESPONDENTS

State Agencies

Scott Morgan, Acting Director. State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit. February 5, 2010.

Aprile Smith, Transportation Planner. State of California, Department of California, District 4, Community Planning/Pedestrian Coordination Branch. March 15, 2010.

Regional Agencies

Brian Wines, Water Resources Control Engineer. San Francisco Bay Regional Water Quality Control Board. February 4, 2010.

Colleen Haggerty, Associate Civil Engineer. Santa Clara Valley Water District, Community Projects Review Unit. February 24, 2010.

Roy Molseed, Senior Environmental Planner. Santa Clara Valley Transportation Authority. March 1, 2010.

Local Agencies

Laura Moncyznski. Martial Cottle Park Master Plan Task Force and Hayes Neighborhood Association. February 10, 2010.*

Marilyn Rodgers. Martial Cottle Park Master Plan Task Force and VEP Community Association. February 10, 2010.*

Dunia Noel, LAFCO Analyst. County of Santa Clara Local Agency Formation Commission. March 2, 2010.

Non-Governmental Organizations

Valentin Lopez. Amah Mutsun Tribal Band. March 2, 2010.

Rosemary Cambra, Muwekma Ohlone Indian Tribe of the San Francisco Bay Area Region. March 16, 2010.

Members of the Public

Tom Brasher. February 4, 2010.

Peter M. Voelter. February 9, 2010.

Anonymous. February 10, 2010.

Nick Centanni. February 10, 2010.

Robert Glicksman. February 10, 2010.
Robert Reed. February 10, 2010.
Duane Stevens. February 10, 2010.
Don Whitlow. February 10, 2010.
Kathy Mulder. February 11, 2010.
Lawrence and Keiko Boesch. February 16, 2010.
Belinda Olson. February 19, 2010.*
Lisa Cho. March 8, 2010.*

* = Comments received pertained to the Draft Park Plan rather than the preparation of the Draft EIR

APPENDIX C

ESTIMATE OF VISITOR USE

ESTIMATE OF VISITOR USE at buildout

Typical Weekday Use Assumptions	Staff/ Ag Lessee	Visitors
Trails (2.25 miles)- Pedestrian		177
Trails (2.25 miles)- Bikes		31
Picnic Areas/ Park area	10	*417*
1 large group site (300 person capacity)		
2 medium group sites (100 person capacity)		
5 small group sites (50 people)		
50 family picnic sites (10 people)		
Production Agriculture	30	
Community Garden- assumes 115 plots and 85% of plots receiving one visit per week (weekday only)		100
Youth Agriculture		40
Daily visits to tend to youth ag (10 in early am, 10 in evening)		20
Evening meetings - kids dropped off and picked up		20
Demo Gardens (30 people between 8 and 11 am on two mornings/wk)		30
Demo Gardens (130 people midday for meeting once per month)		130
Research		3
Farmer's Market - Weekly morning event for nine months	40	1,000
Produce Stand and Cafe	6	625
School Group Visits (1 bus per day)		90
Total	**86**	**2,683**

Typical Weekend Day Use Assumptions (high season)	Staff/ Ag Lessee	Visitors
Trails (2.25 miles)-Pedestrian		531
Trails (2.25 miles)- Bikes		94
Picnic Areas/ Park area	15	1250
1 large group site (300 person capacity)		*300*
2 medium group sites (100 person capacity)		*200*
5 small group sites (50 people)		*250*
50 family picnic sites (10 people)		*500*
Production Agriculture	30	
Community Garden - 115 family plots, and average of one visit per weekend per plot		115
Youth Agriculture		
Daily visits to tend to youth ag (10 in early am, 10 in evening)	1	20
Once per month workday - kids dropped off in am and picked up	1	30
Demo Gardens (50 people between 8 and 11 am on two mornings/wk)		50
Research	3	20
Produce Stand and Cafe Only *(Day)*	6	1,250
Total	**56**	**4610**

Events (weekend only)	Staff/ Ag Lessee	aximum Visitors	Number per year
Medium Private Event (Wedding; Pavilion Rental, etc.)	10	350	52
Medium Public Event (Master Gardener's Event)	50	400	2
Other Large Events - Festivals	300	6,000	2

APPENDIX D

AIR QUALITY

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
939 ELLIS STREET
SAN FRANCISCO, CA. 94109
ATTENTION: ADMINISTRATIVE SERVICES DIVISION
e-mail request to: ***publicrecords@baaqmd.gov***

Office Use Only
P.R.R. NUMBER
10-05-68

Direct Dial: (415) 749-4761
FAX: (415) 749-5111

PUBLIC RECORDS REQUEST FORM

ATTENTION REQUESTOR: To expedite your request for District records, please fill out this form completely. Specifically identify the type of records you are requesting from the list below. **NOTE:** There is a limit of one facility or one site address per request form.

REQUESTOR INFORMATION

NAME: ***Amy Fischer***			DATE: ***5/25/2010***
COMPANY: ***LSA***			
MAILING ADDRESS: ***5084 N. Fruit Ave***			
CITY: ***Fresno***	STATE: ***CA***	ZIP CODE: ***93711***	PHONE NUMBER: ***559-490-1213***

REQUESTED FACILITY INFORMATION

FACILITY NAME: ***Martial Cottle Park***		
FACILITY ADDRESS: ***Snell Avenue/Chynoweth Ave***		
CITY:***San Jose***	STATE:***CA***	ZIP CODE:
TIME PERIOD OF DOCUMENTS REQUESTED:***3 years***	From:***2007***	To:***2010***

REQUESTED RECORDS *(Check **no more than three** applicable items)*

Complaint Information	**Notice Of Violation Information**	OTHER: * * *
☒ Complaint Printout	☐ NOV Printout	***Odor Complaint History***
☐ Specific Complaint #	☐ Specific NOV #	
Episode Information	☐ AB2588 Inventory	
☐ Episode Printout	☐ Source Test Reports	
☐ Specific Episode #	☐ Lab Report #	
Permit Application Information	☐ Review Permit Files *	
☐ Permit Application Printout	☐ Review Enforcement Files **	
☐ Specific Application #	☐ Review Rule Development Files **	
☐ Permit Conditions	☐ Asbestos Notifications	

* Subject to facility review (i.e., trade secrets).
** You will be contacted to schedule an appointment date to review records.
*** If what you are seeking is not on this Form, you may attach a letter with additional information on the request.

Cost: ***Copies: $.10 per page; Diskette $5.00; CD $10.00; Audiotape $5.00; Microfiche sheet $8.00.***
Note: After a preliminary estimate, **advance payment may be required.**

☒ I hereby agree to reimburse the BAAQMD for the direct cost of duplicating the information requested in accordance with Gov't Code Section 6253(b).

OFFICE USE ONLY:

☐ Enclosed are the records you requested.

☒ We are unable to provide the records you requested.
- ☒ A search was made but no records were found.
- ☐ We are unable to find the record you requested because the request did not include sufficient information to find it.
- ☐ Out of District's Jurisdiction.

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Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: P:\DCV0801 Martial Cottle\BACKGROUND\Martial Cottle AQ Emisisons.urb924

Project Name: Martial Cottle Park

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2014 TOTALS (lbs/day unmitigated)	7.52	59.77	34.62	0.00	565.01	2.78	567.80	118.00	2.56	120.56	7,446.36
2014 TOTALS (lbs/day mitigated)	7.52	50.82	34.62	0.00	39.38	1.39	40.77	8.22	1.28	9.51	7,446.36
2015 TOTALS (lbs/day unmitigated)	10.67	40.50	183.67	0.21	1.05	2.85	3.90	0.38	2.56	2.94	25,243.19
2015 TOTALS (lbs/day mitigated)	10.67	40.50	183.67	0.21	1.05	2.85	3.90	0.38	2.56	2.94	25,243.19

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.12	0.02	1.55	0.00	0.01	0.01	2.81

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	13.38	16.62	169.02	0.19	33.28	6.33	18,702.41

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SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	13.50	16.64	170.57	0.19	33.29	6.34	18,705.22

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Urbemis 2007 Version 9.2.4

Summary Report for Winter Emissions (Pounds/Day)

File Name: P:\DCV0801 Martial Cottle\BACKGROUND\Martial Cottle AQ Emisisons.urb924

Project Name: Martial Cottle Park

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2014 TOTALS (lbs/day unmitigated)	7.52	59.77	34.62	0.00	565.01	2.78	567.80	118.00	2.56	120.56	7,446.36
2014 TOTALS (lbs/day mitigated)	7.52	50.82	34.62	0.00	39.38	1.39	40.77	8.22	1.28	9.51	7,446.36
2015 TOTALS (lbs/day unmitigated)	10.67	40.50	183.67	0.21	1.05	2.85	3.90	0.38	2.56	2.94	25,243.19
2015 TOTALS (lbs/day mitigated)	10.67	40.50	183.67	0.21	1.05	2.85	3.90	0.38	2.56	2.94	25,243.19

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	15.63	24.73	182.33	0.16	33.28	6.33	16,138.72

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SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	15.63	24.73	182.33	0.16	33.28	6.33	16,138.72

APPENDIX E

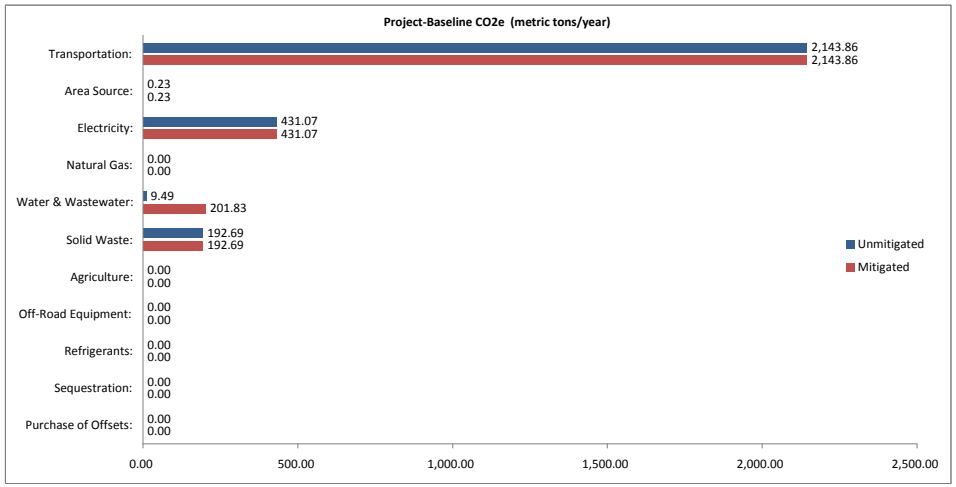
CLIMATE CHANGE

Summary Results

Project Name: Martial Cottle
Project and Baseline Years: 2020 N/A

Results	Unmitigated Project-Baseline CO2e (metric tons/year)	Mitigated Project-Baseline CO2e (metric tons/year)
Transportation:	2,143.86	2,143.86
Area Source:	0.23	0.23
Electricity:	431.07	431.07
Natural Gas:	0.00	0.00
Water & Wastewater:	9.49	201.83
Solid Waste:	192.69	192.69
Agriculture:	0.00	0.00
Off-Road Equipment:	0.00	0.00
Refrigerants:	0.00	0.00
Sequestration:	N/A	0.00
Purchase of Offsets:	N/A	0.00
Total:	2,777.34	2,969.67

Baseline is currently: **OFF**
Baseline Project Name:
Go to Settings Tab to Turn On Baseline



Detailed Results

Unmitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				2,143.86	77.19%
Area Source:	0.23	0.00	0.00	0.23	0.01%
Electricity:	430.38	0.00	0.00	431.07	15.52%
Natural Gas:	0.00	0.00	0.00	0.00	0.00%
Water & Wastewater:	9.48	0.00	0.00	9.49	0.34%
Solid Waste:	1.33	9.11	N/A	192.69	6.94%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets:	N/A	N/A	N/A	N/A	N/A
Total:				2,777.34	100.00%

Baseline	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				0.00	N/A
Area Source:	0.00	0.00	0.00	0.00	N/A
Electricity:	0.00	0.00	0.00	0.00	N/A
Natural Gas:	0.00	0.00	0.00	0.00	N/A
Water & Wastewater:	0.00	0.00	0.00	0.00	N/A
Solid Waste:	0.00	0.00	N/A	0.00	N/A
Agriculture:	0.00	0.00	0.00	0.00	N/A
Off-Road Equipment:	0.00	0.00	0.00	0.00	N/A
Refrigerants:	N/A	N/A	N/A	0.00	N/A
Sequestration:	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets:	N/A	N/A	N/A	N/A	N/A
Total:				0.00	0.00%

* Several adjustments were made to transportation emissions after they have been imported from URBEMIS.
After importing from URBEMIS, CO2 emissions are converted to metric tons and then adjusted to account for the "Pavley"
regulation. Then, CO2 is converted to CO2e by multiplying by 100/95 to account for the contribution of other GHGs (CH4, N2O, and HFCs [from leaking air conditioners]).
Finally, CO2e is adjusted to account for th low carbon fuels rule.

Mitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				2,143.86	72.19%
Area Source:	0.23	0.00	0.00	0.23	0.01%
Electricity:	430.38	0.00	0.00	431.07	14.52%
Natural Gas:	0.00	0.00	0.00	0.00	0.00%
Water & Wastewater:	201.50	0.00	0.00	201.83	6.80%
Solid Waste:	1.33	9.11	N/A	192.69	6.49%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	0.00	0.00%
Purchase of Offsets:	N/A	N/A	N/A	0.00	0.00%
Total:				2,969.67	100.00%

Transportation

Baseline is Currently: OFF

Unmitigated Transportation	Target Year: 2020 Project	2020 Baseline	Project-Baseline
Operational Emissions from URBEMIS (CO2 tons/year)	2,832.98	0.00	
Metric Ton Adjustment (CO2 metric tons/year)	2,570.76	0.00	
Pavley Regulation Adjustment (CO2 metric tons/year):	2,194.68	0.00	
US EPA Adjustment (CO2e metric tons/year):	2,310.19	0.00	
Low Carbon Fuels Rule Adjustment (CO2e metric tons/year)	2,143.86	0.00	
Total (CO2e metric tons/year):			**2,143.86**

Mitigated Transportation	Target Year: 2020 Project	2020 Baseline	Project-Baseline
Operational Vehicles from URBEMIS (CO2 tons/year):	2,832.98	0.00	
Metric Ton Adjustment (CO2 metric tons/year):	2,570.76	0.00	
Pavley Regulation Adjustment (CO2 metric tons/year):	2,194.68	0.00	
US EPA Adjustment (CO2e metric tons/year):	2,310.19	0.00	
Low Carbon Fuels Adjustment (CO2e metric tons/year):	2,143.86	0.00	
Total (CO2e metric tons/year):			**2,143.86**

The BGM User's Manual describes in detail each step used to convert URBEMIS's transportation CO2 emissions to total CO2e.
These steps include converting from English to Metric units, adjusting for the Pavley Rule, converting CO2 to CO2e, and adjusting for the Low Carbon Fuels Rule.

Reference

U.S. EPA assumption that GHG emissions from other pollutants - CH4, N20, and hydrofluorcarbons (HFCs) from leaking air conditioners account for 5 percent of emissions from vehicles, after accounting for global warming potentail of each GHG.

Jump to the Following Transportation Related Tabs:
Transportation Detail for Operational Mitigation
Land Use Detail

	Don't Need to Adjust this amt	Unadjusted Amount Affected by Pavley	Adjusted	Adusted	Adusted	Adusted	Adjusted
	Not Affected by Pavley	LDA/ LDT1/ LDT2/ MDV	LDA	LDT1	LDT2	MDV	4 totaled
Pavley Calculations - Project Unmitigated	421.91	2,148.85	858.21	269.45	437.92	207.20	1,772.77
Pavley Calculations - Baseline Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pavley Calculations - Project Mitigated	421.91	2,148.85	858.21	269.45	437.92	207.20	1,772.77
Pavley Calculations - Baseline Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pavley Adjustment

											12.00	13.00	14.00	15.00	16.00
Year	% LDA CO2 Emissions	% LDT1 CO2 Emissions	% LDT2 CO2 Emissions	% MDV CO2 Emissions	% LDA/LDT1/LDT2/MDV	% everything else	% CO2 Reduction - LDA	% CO2 Reduction - LDT1	% CO2 Reduction - LDT2	% CO2 Reduction MDV	LDA				
2009	41.59%	12.33%	19.61%	9.71%	83.26%	16.74%	0.00%	0.00%	0.07%	0.08%	0.0000	0.0000	0.0006	0.0007	0.0013
2010	41.72%	12.39%	19.54%	9.61%	83.26%	16.74%	0.35%	0.25%	0.45%	0.48%	0.0020	0.0022	0.0036	0.0044	0.0122
2011	41.83%	12.45%	19.50%	9.50%	83.27%	16.73%	1.75%	1.34%	1.31%	1.29%	0.0102	0.0117	0.0106	0.0117	0.0442
2012	41.89%	12.50%	19.47%	9.40%	83.27%	16.73%	4.07%	3.27%	2.60%	2.44%	0.0237	0.0286	0.0209	0.0221	0.0953
2013	41.94%	12.56%	19.46%	9.32%	83.28%	16.72%	6.31%	5.26%	3.88%	3.61%	0.0366	0.0460	0.0313	0.0328	0.1466
2014	41.98%	12.62%	19.46%	9.27%	83.33%	16.67%	8.48%	7.26%	5.17%	4.83%	0.0492	0.0634	0.0416	0.0438	0.1980
2015	42.00%	12.67%	19.47%	9.24%	83.38%	16.62%	10.74%	9.38%	6.54%	6.17%	0.0623	0.0819	0.0527	0.0560	0.2529
2016	42.05%	12.76%	19.50%	9.23%	83.54%	16.46%	12.96%	11.56%	7.94%	7.54%	0.0751	0.1008	0.0639	0.0684	0.3082
2017	42.02%	12.81%	19.51%	9.21%	83.55%	16.45%	15.03%	13.58%	9.27%	8.88%	0.0871	0.1184	0.0746	0.0806	0.3608
2018	41.98%	12.84%	19.52%	9.21%	83.55%	16.45%	16.94%	15.43%	10.54%	10.16%	0.0983	0.1345	0.0848	0.0923	0.4099
2019	41.95%	12.87%	19.53%	9.21%	83.57%	16.43%	18.72%	17.13%	11.74%	11.40%	0.1087	0.1492	0.0945	0.1035	0.4559
2020	41.92%	12.89%	19.55%	9.22%	83.59%	16.41%	20.37%	18.69%	12.89%	12.59%	0.1183	0.1628	0.1037	0.1143	0.4990
2025	41.92%	12.96%	19.67%	9.28%	83.82%	16.18%	26.87%	24.86%	17.60%	17.42%	0.1560	0.2164	0.1414	0.1581	0.6719
2030	42.15%	13.03%	19.76%	9.32%	84.26%	15.74%	30.60%	28.71%	20.63%	20.47%	0.1770	0.2497	0.1655	0.1856	0.7779
2035	42.21%	13.11%	19.80%	9.35%	84.47%	15.53%	32.38%	31.17%	22.43%	22.29%	0.1871	0.2708	0.1799	0.2021	0.8400
2040	42.24%	13.14%	19.90%	9.44%	84.72%	15.28%	33.27%	32.61%	23.60%	23.53%	0.1922	0.2832	0.1890	0.2131	0.8775

Area Source

Baseline is currently: OFF

Unmitigated Area Source	Project	Baseline	Project-Baseline
Landscaping Emissions from URBEMIS (CO2 metric tons/year):	0.227	0.000	
Hearth Emissions from URBEMIS (CO2 metric tons/year):	0.000	0.000	
Wood Burning Fireplaces (N2O metric tons/year):	0.000	0.000	
Natural Gas Fireplaces (N2O metric tons/year):	0.000	0.000	
Wood Burning Stoves (CH4 metric tons/year):	0.000	0.000	
Natural Gas Fireplaces (CH4 metric tons/year):	0.000	0.000	
Total (CO2e metric tons/year):	0.227	0.000	
Total (CO2e metric tons/year):			**0.227**

Mitigated Area Source	Project	Baseline	Project-Baseline
Landscaping Emissions from URBEMIS (CO2 metric tons/year):	0.227	0.000	
Hearth Emissions from URBEMIS (CO2 metric tons/year):	0.000	0.000	
Wood Burning Fireplaces (N2O metric tons/year):	0.000	0.000	
Natural Gas Fireplaces (N2O metric tons/year):	0.000	0.000	
Wood Burning Stoves (CH4 metric tons/year):	0.000	0.000	
Natural Gas Fireplaces (CH4 metric tons/year):	0.000	0.000	
Total (CO2e metric tons/year):	0.227	0.000	
Total (CO2e metric tons/year):			**0.227**

The URBEMIS area source calculations include five separate categories: 1) natural gas fuel combustion, 2) hearth fuel combustion, 3) landscape maintenance equipment, 4) consumer products, and 5) architectural coatings. This Area Source tab imports CO2 emissions calculated by URBEMIS for hearths and landscape maintenance equipment only. BGM then calculates N2O and CH4 emissions for woodstoves and fireplaces and uses the resulting emissions to calculate CO2e. The consumer products and architectural coatings categories within URBEMIS do not generate GHG emissions and, consequently, are not used by BGM. Also, URBEMIS' estimate of CO2 from natural gas fuel combustion is not used by BGM. Instead, BGM calculates natural gas use and the resulting CO2 emissions in the Electricity and Natural Gas tab.

Electricity and Natural Gas

Baseline is currently: OFF

Unmitigated Electricity	Project	Baseline	Project-Baseline
CO2 metric tons/year CO2:	430.378	0.000	
CH4 metric tons/year CH4:	0.004	0.000	
N2O metric tons/year:	0.002	0.000	
CO2e metric tons/year:	431.067	0.000	
CO2e metric tons/year:			431.07

Mitigated Electricity	Project	Baseline	Project-Baseline
CO2 metric tons/year CO2:	430.378	0.000	
CH4 metric tons/year CH4:	0.004	0.000	
N2O metric tons/year:	0.002	0.000	
CO2e metric tons/year:	431.067	0.000	
CO2e metric tons/year:			431.07

Unmitigated Natural Gas	Project	Baseline	Project-Baseline
CO2 metric tons/year:	0.00	0.000	
CH4 metric tons/year:	0.00	0.000	
N2O metric tons/year:	0.00	0.000	
CO2e metric tons/year:	0.00	0.000	
CO2e metric tons/year:			0.00

Mitigated Natural Gas	Project	Baseline	Project-Baseline
CO2 metric tons/year:	0.000	0.000	
CH4 metric tons/year:	0.000	0.000	
N2O metric tons/year:	0.000	0.000	
CO2e metric tons/year:	0.000	0.000	
CO2e metric tons/year:			0.00

Project Climate Zone Location: ● Zone 4 ○ Zone 5

*** Select Mitigation Measures on the Mitigation Tab ===> Mitigation

For detailed climate zone map see: http://capabilities.itron.com/CeusWeb/FCZMap.aspx

Clear All User Overrides

PROJECT Residential:

	Number of units (from URBEMIS)	Estimated Electricity Use/Year (kwh/ residence)	Total Residential Electricity Use (mwh /year)	User Override of Residential Electricity Use (mwh/year)	CO2 (metric tons/year)	CH4 (metric tons/yr)	N2O (metric tons/yr)	Estimated Natural Gas Use (MMBtu/residence/year)	Estimated Natural Gas use (MM Btu/year)	User Override of Natural Gas Use (MM Btu/year)	CO2 (metric tons/yr)	CH4 (metric tons/yr)	N2O (metric tons/yr)	Elec Use	Gas Use
Single Family Residential	0.000	7,415.000	0.000		0.000	0.0000	0.0000	49.600	0.000		0.000	0.000	0.000	0.00	0.00
Multi Family Residential	0.000	4,434.000	0.000		0.000	0.0000	0.0000	22.500	0.000		0.000	0.000	0.000	0.00	0.00

PROJECT Nonresidential:

Land Use Type	Square Footage (1,000) from URBEMIS	Estimated Electricity Use/Year (Megawatt-hours)	User Override of Electricity Use/Year (Megawatt-hours)	CO2 (metric tons/yr)	CH4 (metric tons/yr)	N2O (metric tons/yr)	Estimated Natural Gas Use/Year (MM Btu)	User Override of Natural Gas Use (MM Btu/Year)	CO2 (metric tons/yr)	CH4 (metric tons/yr)	N2O (metric tons/yr)	Elect Use	Gas Use
Day-Care Center	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Elementary School	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Junior High School	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
High School	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Junior College	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
University/College	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Library	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Place of Worship	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
City Park	4,916.62	0.00	1,179.00	430.38	0.0036	0.0020	0.00		0.00	0.00000	0.00000	1,179.00	0.00
Racquet Club	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Racquetball/Health	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Quality Restaurant	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
High Turnover/Sit-Down Restaurant	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Fast Food w/Drive Through	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Fast Food w/o Drive Through	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Hotel	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Motel	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Free-Standing Discount Store	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Free-Standing Discount Superstore	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Discount Club	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Regional Shopping Center	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Electronic Superstore	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Home Improvement Superstore	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Strip Mall	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Hardware/Paint Store	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Supermarket	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Convenience Market	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Convenience Market w/gas pumps	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Gasoline Service Station	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Bank w/Drive Through	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
General Office Building	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Office Park	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Government Office Building	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Government Civic Center	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Pharmacy w/Drive Through	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Pharmacy w/o Drive Through	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Medical Office Building	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Hospital	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Warehouse	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
General Light Industry	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
General Heavy Industry	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Industrial Park	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
Manufacturing	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000	0.00	0.00
												1,179.00	0.00 Unmitigated
												1,179.00	0.00 Mitigated
												1,179.00	0.00 Mitigated %

BASELINE Residential:

	Number of units (from URBEMIS)	Estimated Electricity Use/Year (kwh/ residence)	Total Residential Electricity Use (mwh /year)	User Override of Residential Electricity Use (mwh/year)	CO2 (metric tons/year)	CH4 (metric tons/yr)	N2O (metric tons/yr)	Estimated Natural Gas Use (MMBtu/residence/year)	Estimated Natural Gas use (MM Btu/year)	User Override of Natural Gas Use (MM Btu/year)	CO2 (metric tons/yr)	CH4 (metric tons/yr)	N2O (metric tons/yr)
Single Family Residential	0.000	7,415.000	0.000		0.000	0.0000	0.0000	49.600	0.000		0.000	0.000	0.000
Multi Family Residential	0.000	4,434.000	0.000		0.000	0.0000	0.0000	22.500	0.000		0.000	0.000	0.000

BASELINE Nonresidential:

Land Use Type	Square Footage (1,000) from URBEMIS	Estimated Electricity Use/Year (Megawatt-hours)	User Override of Electricity Use/Year (Megawatt-hours)	CO2 (metric tons/yr)	CH4 (metric tons/yr)	N2O (metric tons/yr)	Estimated Natural Gas Use/Year (MM Btu)	User Override of Natural Gas Use (MM Btu/Year)	CO2 (metric tons/yr)	CH4 (metric tons/yr)	N2O (metric tons/yr)
Day-Care Center	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Elementary School	49.70	330.74		120.73	0.0010	0.0006	1,128.85		59.79	0.00563	0.00011
Junior High School	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
High School	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Junior College	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
University/College	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Library	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Place of Worship	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
City Park	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Racquet Club	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Racquetball/Health	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Quality Restaurant	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
High Turnover/Sit-Down Restaurant	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Fast Food w/Drive Through	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Fast Food w/o Drive Through	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Hotel	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Motel	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Free-Standing Discount Store	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Free-Standing Discount Superstore	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Discount Club	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Regional Shopping Center	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Electronic Superstore	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Home Improvement Superstore	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Strip Mall	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Hardware/Paint Store	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Supermarket	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Convenience Market	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Convenience Market w/gas pumps	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Gasoline Service Station	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Bank w/Drive Through	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
General Office Building	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Office Park	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Government Office Building	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Government Civic Center	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Pharmacy w/Drive Through	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Pharmacy w/o Drive Through	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Medical Office Building	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Hospital	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Warehouse	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
General Light Industry	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
General Heavy Industry	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Industrial Park	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000
Manufacturing	0.00	0.00		0.00	0.0000	0.0000	0.00		0.00	0.00000	0.00000

Greenhouse Gas Emission Factors

	CO2	CH4	N2O	
Electricity	804.54	0.0067	0.0037	
Units	lbs CO2/mwh	lbs CH4/mwh	lbs N2O/MWH	Source: Climate Action Registry General Reporting Protocol, Version 3.1, January, 2009.
Natural Gas	53.06	0.005	0.0001	
Units	CO2 (kg CO2/MMBtu)	CH4 (kg/MMBtu)	N2O(kg/MMBtu)	Source: Climate Action Registry General Reporting Protocol, Version 3.1, January, 2009.

Summary	Climate Zone 4 Summary		Climate Zone 5 Summary	
	Electric (kwh/sf)	Natural Gas (MM Btu/sf)	Electric (kwh/sf)	Natural Gas (MM Btu/sf)
All Commercial	13.64	0.02949	13.19	0.03169
Small Office (<30,000 sf)	17.37	0.00975	14.49	0.02999
Large Office (>= 30,000 sf)	23.51	0.02639	15.25	0.02328
Restaurant	35.97	0.21255	31.41	0.17108
Retail	12.82	0.00301	12.65	0.00551
Food Store	44.34	0.02577	40.26	0.04135
Refrigerated Warehouse	10.12	0.00388	24.86	0.01869
Unrefrigerated Warehouse	4.26	0.00440	4.56	0.00169
School	6.65	0.02271	5.51	0.01958
College	9.75	0.02754	12.70	0.04185
Health	23.03	0.11871	18.40	0.11073
Lodging	9.33	0.04695	10.03	0.03915
Miscellaneous	9.81	0.02965	8.98	0.02724
All Offices	21.35	0.02052	15.14	0.02426
All Warehouses	5.82	0.00426	7.71	0.00433

Water and Wastewater

Baseline is currently: OFF

Unmitigated Water and Wastewater	Project	Baseline	Project-Baseline
CO2 metric tons/year:	9.4760	0.0000	
CH4 metric tons/year:	0.0001	0.0000	
N20 metric tons/year:	0.0000	0.0000	
CO2e metric tons/year:	9.4911	0.0000	
CO2e metric tons/year:			**9.49**

Mitigated Water and Wastewater	Project	Baseline	Project-Baseline
CO2 metric tons/year:	201.5038	0.0000	
CH4 metric tons/year:	0.0017	0.0000	
N20 metric tons/year:	0.0009	0.0000	
CO2e metric tons/year:	201.8263	0.0000	
CO2e metric tons/year:			**201.83**

Clear All User Overrides

***** Select Mitigation Measures on the Mitigation Tab ===>** Mitigation

	User Override of Model Estimates (af/yr)	Model Estimate (af/yr)	Total Gallons/year	Indoor Gallons/Year	Outdoor Gallons/year	Mitigated Indoor Gallons/Year	Mitigated Outdoor Gallons/year	Total Mitigated kwh/year
Baseline Water Demand	17.00	6.20	2,021,146	0.00	0.00	0.00	0.00	
Project Water Demand	17.00	361.50	117,812,980	73,084,672.57	44,728,307.11	73,084,672.57	44,728,307.11	
Net Increase in Water Demand		355.30	115,791,834	73,084,672.57	44,728,307.11	73,084,672.57	44,728,307.11	
						395461.16	156549.07	552,010.24

Houshold Size	
Single Family	Multi-family
2.94	2.65

Land Use Type	Square feet per employee	
1	Warehouse	1,700.00
2	Public Assembly	1,300.00
3	Lodging	1,300.00
4	Food Sales	1,000.00
5	Retail and Service	900.00
6	Education	766.00
7	Public Order and Safety	750.00
8	Food Service	600.00
9	Other	550.00
10	Health Care	500.00
11	Office	400.00

Energy Information Administration Special Topics 1995 Building Activities Other, Square feet per employee.
http://www.eia.doe.gov/emeu/consumptionbriefs/cbecs/pbawebsite/office/office_howmanyempl.htm

PROJECT	
% indoor water use	0.620
% outdoor water use	0.380
Total	1.00

BASELINE	
% indoor water use	0.000
% outdoor water use	0.000
Total	0.00

Project Water Demand - Indoor	18597.05	kwh/year
Project Water Demand - Outdoor	7361.91	kwh/year
Total	25958.96	kwh/year

Baseline Demand - Indoor	0.00	kwh/year	
Baseline Demand - Outdoor	0.00	kwh/year	
Total	0.00	kwh/year	

Greenhouse Gas Emission Factors	CO2	CH4	N2O
Electricity	804.54	0.0067	0.0037
Units	#/mwh	#/mwh	#/mwh

from California Climate Action Registry, 2009

Table ES-1. Recommended revised water-energy proxies

	Indoor Uses		Outdoor Uses	
	Northern California kWh/MG	Southern California kWh/MG	Northern California kWh/MG	Southern California kWh/MG
Water Supply and Conveyance	2,117	9,727	2,117	9,727
Water Treatment	111	111	111	111
Water Distribution	1,272	1,272	1,272	1,272
Wastewater Treatment	1,911	1,911	0	0
Regional Total	5,411	13,022	3,500	11,111

from Navigant, 2006

Gallons Per Acre Foot:	325,900.00

Solid Waste

Baseline is currently: OFF

	Unmitigated Solid Waste		
	Project	Baseline	Project - Baseline
Truck Haul CO2 (metric tons/year):	1.33	0.00	
Truck Haul CH4 (metric tons/year):	0.0000	0.0000	
Truck Haul CO2e (metric tons/year):	1.33	0.00	
Landfill Offgasing (CO2e metric tons/year):	191.36	0.00	
Total Solid Waste (CO2e metric tons/year):	192.69	0.00	
Total Solid Waste (CO2e metric tons/year):			192.69

	Mitigated Solid Waste		
	Project	Baseline	Project - Baseline
Truck Haul CO2 (metric tons/year):	1.33	0.00	
Truck Haul CH4 (metric tons/year):	0.0000	0.0000	
Truck Haul CO2e (metric tons/year):	1.33	0.00	
Landfill Offgasing (CO2e metric tons/year):	191.36	0.00	
Total Solid Waste (CO2e metric tons/year):	192.69	0.00	
Total Solid Waste (CO2e metric tons/year):			192.69

***** Select Mitigation Measures on the Mitigation Tab ===>** Mitigation

Project Landfill disposal option: Select 1 of 3 options
- ○ Landfilling only
- ● Landfilling with Flaring to Burn Methane
- ○ Landfilling with Energy Recovery

Baseline Landfill disposal option: Select 1 of 3 options
- ○ Landfilling only
- ● Landfilling with Flaring to Burn Methane
- ○ Landfilling with Energy Recovery

Clear All User Overrides

Project	Defaults	User Override
Average Round Trip Truck Haul Distance (miles):	40.00	
Solid Waste Truck Capacity (tons):	15.00	
Round Trips/Year:	19.93	
Miles per Year:	797.33	

Baseline	Defaults	User Override
Avg Round Trip Truck Haul Distance (miles):	40.00	
Solid Waste Truck Capacity (tons):	15.00	
Round Trips/Year:	0.00	
Miles per Year:	0.00	

PROJECT Residential Land Use (From URBEMIS)	Units	Estimated Solid Waste Generation Rate (tons/residence/yr)	Estimated Solid Waste Generation/Year (tons)	User Override of Solid Waste Generated/Year (tons)	CO2e (metric tons/year)	Solid Waste Generated/Year (tons)
Single Family Residential	0.00	2.23	0.00		0.00	0.00
Multi-Family Residential	0.00	1.17	0.00		0.00	0.00
PROJECT Nonresidential Land Use (From URBEMIS)	Square Footage (1,000) from URBEMIS	Estimated Solid Waste Generation Rate (tons/sf/yr)	Estimated Solid Waste Generation/Year (tons)	User Override of Solid Waste Generated/Year (tons)	CO2 (metric tons/yr)	
Day-Care Center	0.00	0.0013	0.00		0.00	0.00
Elementary School	0.00	0.0013	0.00		0.00	0.00
Junior High School	0.00	0.0013	0.00		0.00	0.00
High School	0.00	0.0013	0.00		0.00	0.00
Junior College	0.00	0.0013	0.00		0.00	0.00
University/College	0.00	0.0013	0.00		0.00	0.00
Library	0.00	0.0013	0.00		0.00	0.00
Place of Worship	0.00	0.0013	0.00		0.00	0.00
City Park	4,916.62	0.0000	0.00	299.00	191.36	299.00
Racquet Club	0.00	0.0057	0.00		0.00	0.00
Racquetball/Health	0.00	0.0057	0.00		0.00	0.00
Quality Restaurant	0.00	0.0009	0.00		0.00	0.00
High Turnover/Sit-Down Restaurant	0.00	0.0009	0.00		0.00	0.00
Fast Food w/Drive Through	0.00	0.0009	0.00		0.00	0.00
Fast Food w/o Drive Through	0.00	0.0009	0.00		0.00	0.00
Hotel	0.00	0.0108	0.00		0.00	0.00
Motel	0.00	0.0108	0.00		0.00	0.00
Free-Standing Discount Store	0.00	0.0046	0.00		0.00	0.00
Free-Standing Discount Superstore	0.00	0.0046	0.00		0.00	0.00
Discount Club	0.00	0.0046	0.00		0.00	0.00
Regional Shopping Center	0.00	0.0046	0.00		0.00	0.00
Electronic Superstore	0.00	0.0046	0.00		0.00	0.00
Home Improvement Superstore	0.00	0.0046	0.00		0.00	0.00
Strip Mall	0.00	0.0024	0.00		0.00	0.00
Hardware/Paint Store	0.00	0.0024	0.00		0.00	0.00
Supermarket	0.00	0.0057	0.00		0.00	0.00
Convenience Market	0.00	0.0024	0.00		0.00	0.00
Convenience Market w/gas pumps	0.00	0.0024	0.00		0.00	0.00
Gasoline Service Station	0.00	0.0024	0.00		0.00	0.00
Bank w/Drive Through	0.00	0.0108	0.00		0.00	0.00
General Office Building	0.00	0.0108	0.00		0.00	0.00
Office Park	0.00	0.0108	0.00		0.00	0.00
Government Office Building	0.00	0.0108	0.00		0.00	0.00
Government Civic Center	0.00	0.0108	0.00		0.00	0.00
Pharmacy w/Drive Through	0.00	0.0024	0.00		0.00	0.00
Pharmacy w/o Drive Through	0.00	0.0024	0.00		0.00	0.00
Medical Office Building	0.00	0.0108	0.00		0.00	0.00
Hospital	0.00	0.0108	0.00		0.00	0.00
Warehouse	0.00	0.0026	0.00		0.00	0.00
General Light Industry	0.00	0.0011	0.00		0.00	0.00
General Heavy Industry	0.00	0.0011	0.00		0.00	0.00
Industrial Park	0.00	0.0011	0.00		0.00	0.00
Manufacturing	0.00	0.0026	0.00		0.00	0.00
			0.00		191.36	299.00

User Provided Blank Land Use Data: Project Data

Land Use Name	**Solid Waste Generation/Year (tons)**	**CO2e (metric tons/year)**
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
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		0.00
		0.00
		0.00

COMMENT LETTER RECEIVED FROM THE MUWEKMA OHLONE INDIAN TRIBE

MUWEKMA OHLONE INDIAN TRIBE

OF THE San Francisco BAY AREA REGION

'Innu Huššištak Makiš Mak-Muwekma *"The Road To The Future For Our People"*

March 16, 2010

Ms. Jane F. Mark, AICP
Senior Planner
Santa Clara County Parks & Recreation Department
298 Garden Hill Drive
Los Gatos, CA 95032

Ms. Mark:

Thank you for contacting our Tribal office with regards to the proposed Martial Cottle Park Project located in the City of San Jose, Santa Clara County, California. As far as our Tribe knows, there are no identified ancestral sites that are known to us to exist within the specific proposed study area/locality which was identified in the letter/email that you sent to us.

However, based upon the accompanying Archaeological Reconnaissance report by Rae Schwaderer and a review of our archaeological archives and sensitivity maps for this area, we do note that several major ancestral mortuary sites are indeed located [redacted]

Based upon the fact that these ancestral cemeteries as well as other limitedly documented heritage (archaeological) sites are known to exist within a close distance to this proposed project area, coupled with historical aspects relative to our Tribe's ancestral heritage and history, these factors contribute to our concerns and response to your inquiry.

These concerns are as follows:

1) Detailed information about the eight precontact sites identified by Rae Schwaderer was not forwarded to our Tribal administration; therefore, we know very little about what had been recovered from these ancestral heritage sites, thus making specific recommendations extremely difficult. As you may already know the Muwekma Ohlone Tribe has a cultural resource management arm of the Tribe called Ohlone Families Consulting Services which has been conducting CRM work since 1986 and had been certified by the Department of Interior under the "Buy Indian Act."

2) Prehistoric site CA-SCL-295 was described by Ms. Schwaderer stating that: "This site consisted of a thin scatter of fire-fractured rock and Franciscan chert." However, her description of what was found does not go far enough. What we discovered about CA-SCL-295 as part of our investigation of **CA-SCL-869 Katwáš Ketneyma Waréeptak (The Four Matriarchs) Site** located [redacted] was the following information:

"- **CA-SCL-295** is located [redacted]
CA-SCL-295 was characterized by Steve Dietz (ARCS) as having "light brown clayey" soil containing a "thin scatter of thermally fractured rock and Franciscan chert." Also noted was a "medial fragment of Franciscan chert projectile point (not collected) probably from a leaf shaped bipoint." (Dietz 1974).

The site dimensions were revised by Larry Weigel from Caltrans as part of the Guadalupe Corridor (Highway 85) project. Weigel updated the site record form and described the site as "a scatter of Franciscan and Monterey Chert flakes, thermally fractured rock and groundstone." He also noted that the site contained "**housepits material concentrations associated features/petroglyphs.**" Other artifacts included "3 pestle fragments, 1 obsidian flake, 1 **fragment of bone (possibly human)**, 1 elongated mano, 1 chert projectile point, 1 chert biface fragment. (Weigel 1984)." [Leventhal et al. 2009]

Therefore, although the bone fragment was not clearly identified as human, it was considered "possibly human". Also based upon the above the **significance** of CA-SCL-295 is under reported in Schwaderer's report.

3) [redacted] We note in our literature search that:

"- **CA-SCL-137** which was also designated as WVC-20 [redacted] CA-SCL-137 was described as a "Habitation Site, Permanent Occupation" by Chester King, James Delgado and Phil Roehr in 1974. They noted on the archaeological site record form the presence of **four burials**, "clam disc, steatite and *Olivella* beads, abalone shell ornaments, bone awl, obsidian drill, charmstone, ground stone, chipped stone tools" (Chester King, James Delgado and Phil Roehr 1974; Steve Dietz (ACRS) 1974; L. Weigel 1984).

In 1988, Basin Research Associates recovered **nine grave lots** from this site, and between 1989 and 1990 Archaeological Resource Management recovered an additional **sixty-nine field designated burials** (Jurmain 1992). Cartier et al. (1993) reported on seven uncorrected C14 dates derived from different dated materials from this site. These uncorrected dates range in age from 2000 ± 80 to 2800 ± 120. The 2000 ± 80 date derived from unreported material came from the 90-100 cm level of a test unit and the 2800 ± 120 was derived from a charcoal sample associated with Burial # 59-90)". [Leventhal et al. 2009]

Therefore, this site is of extreme significance to the Tribe as well as significant under CEQA.

4) Another important ancestral cemetery site is located [redacted] is recorded as CA-SCL-130. This information that we obtained on this site is summarized below:

"- **CA-SCL-130** which was previously designated as WVC-8 (West Valley College) and "Dick's Supermarket Site" [redacted] The site was originally recorded in 1973 by Robert Anderson who described it as being on a "natural mound on old shore line of extinct marshy lake near [redacted]

"CA-SCL-130 was also described as having "black/grey adobe midden" soils and that **several burials** were "destroyed during parking lot construction."

"The Archaeological Site Record site map notes that Phil Roehr conducted archaeological excavations (in 1974?) on **two burials** within locus "A" that had "*Olivella* "ring" saucers" and "Large Oval Saddles" associated with them. At locus "B" located to the north of locus "A" on the site map there was another "**Burial with Bear skull, claws, human skull and bones** taken by the construction foreman during construction of parking lot." Winter (1974) also noted that the midden constituents also included: charcoal, burnt bone, fire-crack rock, lithic scatter (chert), obsidian point, shell, pestle frags., *Olivella* beads (ring saucer, large oval saddle) [Robert J. Anderson, 1973; Joseph Winter 1974]." [Leventhal et al. 2009]

5) Historically and more recently this area also has specific meaning to the Muwekma Tribe because in 2008 our Tribe was responsible for the excavation and reburial of our ancestral remains from **CA-SCL-869 Katwáš Ketneyma Waréeptak (The Four Matriarchs) Site,** located at [redacted] A formal reburial ceremony was conducted and witnessed by enrolled members in our Tribe as well as representatives from the City of San Jose and Fire Stations.

6) In our Final Report on **CA-SCL-869 Katwáš Ketneyma Waréeptak (The Four Matriarchs) Site,** we include a section entitled **Paleo-Ecological Reconstruction and Catchment Analysis (Chapter 7).** [redacted]

7) The proposed project area is located adjacent to the ethnohistoric territory of the Tamien Ohlone-speaking **San Juan Bautista District** (which encompasses **Rancho San Juan Bautista).** This area is located south of the boundary between the **Alson** Chocheño Ohlone-speaking (aka Santa Agueda) tribal group (to which enrolled Muwekma Tribal members have a **direct lineal descent from**) and the Tamien Ohlone-speaking tribal groups who were missionized first at Mission Santa Clara at the time of Spanish contact and who later were sent to Mission San Jose after its establishment after 1797.

8) One of the historic Clareño (Mission Santa Clara Indians) from the San Juan Bautista District was Roberto Antonio Balermino. In 1844, Governor Manuel Micheltorena formally granted **Rancho de los Coches (the Pigs)**, totaling 2219.4 acres, to Roberto Balermino. Since 1836 Roberto had occupied this land [redacted]

Roberto was baptized **Roberto Antonio** on September 26, 1785 at the age of 3 years old (SCL-B # 0791). He was identified as being from the **San Juan Bautista (district)** (Tamien Costanoan/Ohlone-speaking tribal group). Roberto's father was **Juan Jose**, who was baptized on December 4, 1802 at the age of 40 years (SCL-B # 4384). He also was identified as being from the San Juan Bautista (district) Costanoan/Ohlone tribal group. Juan Jose's Indian name was **Guascai** and he died on February 7, 1825 (MSC death register #5808). Roberto's mother's name was identified as **Sulum** but there was no additional baptism information.

Rancho de los Coches was adjacent to the aboriginal territory of Roberto's tribal homeland that included the **district** that the Spanish Priest called **San Juan Bautista** (again not to be confused with Mission San Juan Bautista located south near Hollister). At the age of nineteen (around 1801) Roberto had married his first wife Maria Estefana (this date is based upon the birth of one of their children). Roberto's marriage to Maria Estefana connected him to the **San Francisco Solano District** located to the north of Mission Santa Clara (Milpitas/Alviso area), and also connected him to the **Santa Ysabel District** to the east hills above San Jose (Brown 1994; C. King 1994).

Maria Estefana was baptized on August 8, 1785 (5 days old) and she was identified as coming from the **Santa Ysabel** (district) Costanoan/Ohlone-speaking tribal group (SCL-B # 0773). Maria Estefana's mother was **Micaelina Antonia** who was baptized at Mission Santa Clara on June 18, 1780 at the age of 18 years. She was identified as belonging to the **San Francisco Solano** (district) Costanoan/Ohlone tribal group (SCL-B # 0181). Maria Estefana's father was named **Francisco Gil** by the Spanish priests and was baptized on April 21, 1782 at the age of 20 years (SCL-B # 0347). His Indian name was Gilan. Francisco Gil was identified as coming from the **Santa Ysabel** (district) Costanoan/Ohlone tribal group.

Approximately 4 years after the death of Maria Estefana, Roberto married a Clareño Ohlone Indian woman named Manuela. Manuela was baptized on November 30, 1804 at the age of 7 years (SCL B # 4656). Her Indian name was **Chebuunot** and she was identified as coming from the **Rancheria San Antonio** (District) Costanoan/Ohlone tribal group. Forty-four years later, Manuela died on February 17, 1849 (SCL Death Register # 8207).

Roberto and Manuela were married sometime around or before 1815 and had at least seven children together. Their first (?) child, a daughter named Rosa, on December 11, 1815. Rosa was baptized on December 13, 1815 at the age of 2 days (SCL-B # 6351) and she died on September 22, 1843 at the age of 27 years old (SCL Death Register # 7752).

Roberto and Manuela had their next child, a daughter, named Basilisa on August 16, 1818. She was baptized on August 18, 1818 at two days old (SCL-B # 6716). Basilisa died four years later on October 22, 1822 (SCL Death Register # 5548).

Roberto and Manuela's next child was a daughter named Maria Regina. She was born on May 14, 1821 and was baptized on May 16, 1821 at the age of two days old (SCL-B # 7048). No date of death was recorded for her in the Mission Records; therefore, she might have lived beyond 1849.

Roberto and Manuela had their next child, a daughter, named Gabriela on June 1, 1829. Gabriela was baptized on June 2, 1829 at the age of one day (SCL-B # 8292). Gabriela died a year later on July 16, 1830 (SCL Death Register # 6590).

Roberto and Manuela's next child was a son named **Juan Crisostomo.** He was born on January 12, 1832 and was baptized on January 13, 1832 at the age of one day. James Delgado in his publication on **Antonio Sunol** places his death in 1851, which is supported by the fact that no death date was recorded by 1849.

Roberto and Manuela had their next child, a son, named Miguel who was baptized on November 11, 1834 (SCL-B # 8697). Miguel died six days later on November 17, 1834 (SCL Death Register # 6976).

Roberto and Manuela had their last(?) child, a daughter, named Maria Cleofas on April 3, 1836. She was baptized on April 4, 1836 at the age of one day (SCL-B # 8865). Maria Cleofas died nine months later on March 11, 1837 (SCL Death Register # 7172).

By 1836 at the time of secularization of the Franciscan Missions, a period of time when Indian neophytes (baptized Indians) were to receive at least half of Mission owned lands, Roberto and his family had been living on a fairly large land base that was to be formally issued to him as the Rancho de los Coches land grant in 1844. By 1839 Roberto had built his adobe house [redacted]

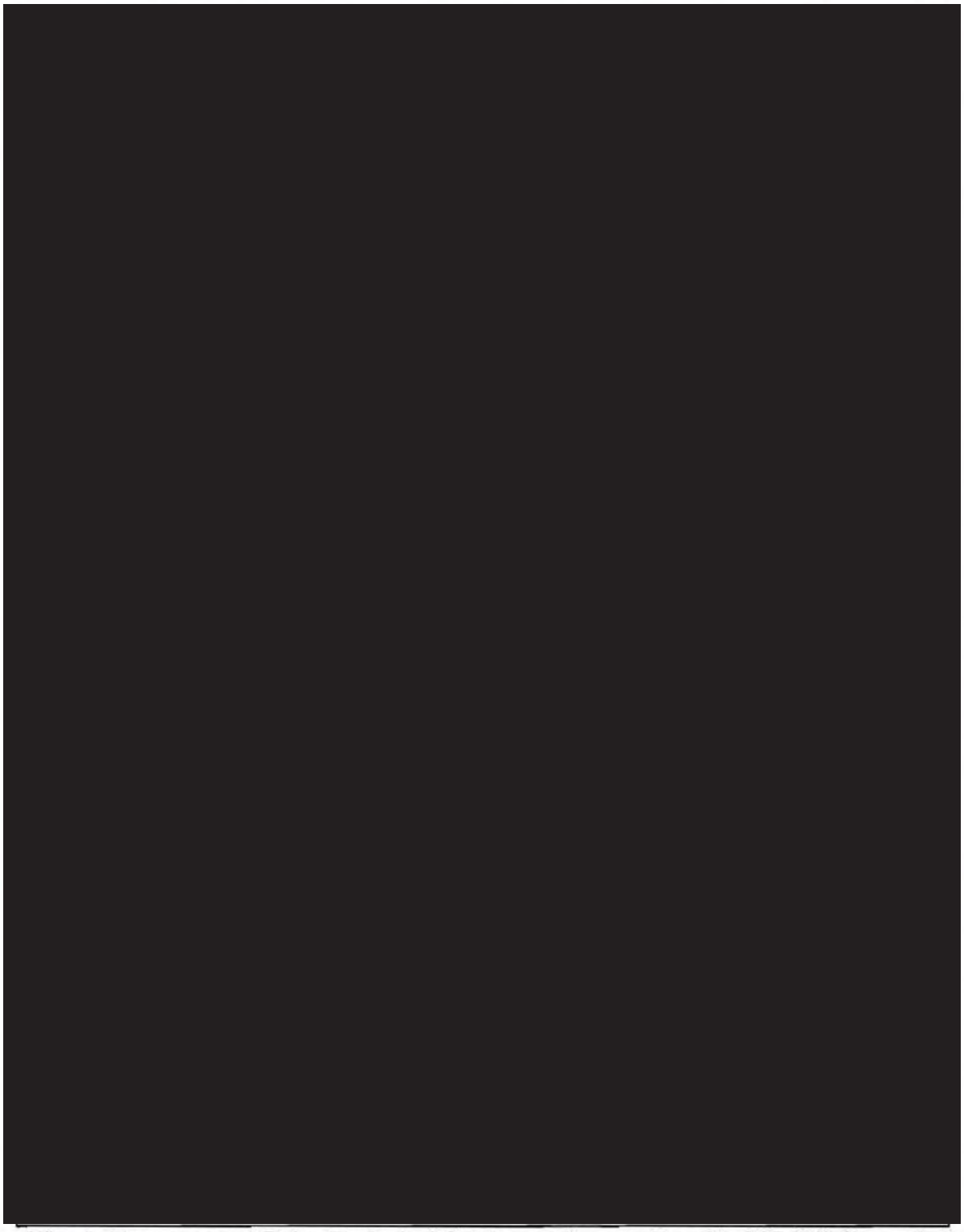
Roberto's adobe was built approximately 4 miles south/southeast from the location of the first Mission Santa Clara. This residence was also located approximately 1¼ miles to the southwest of confluence point.

By 1847, Roberto, apparently in debt to Californio Don Antonio Sunol, sold the parcel to him. Sunol permitted Roberto and his family to continue to live on the land until he and his family passed away. Roberto died on October 26, 1847 (MSC death register #8053), his second wife Manuela died on February 17, 1849, and their daughter Maria Regina and son Juan Crisostomo, were both reported to have died sometime around 1851.

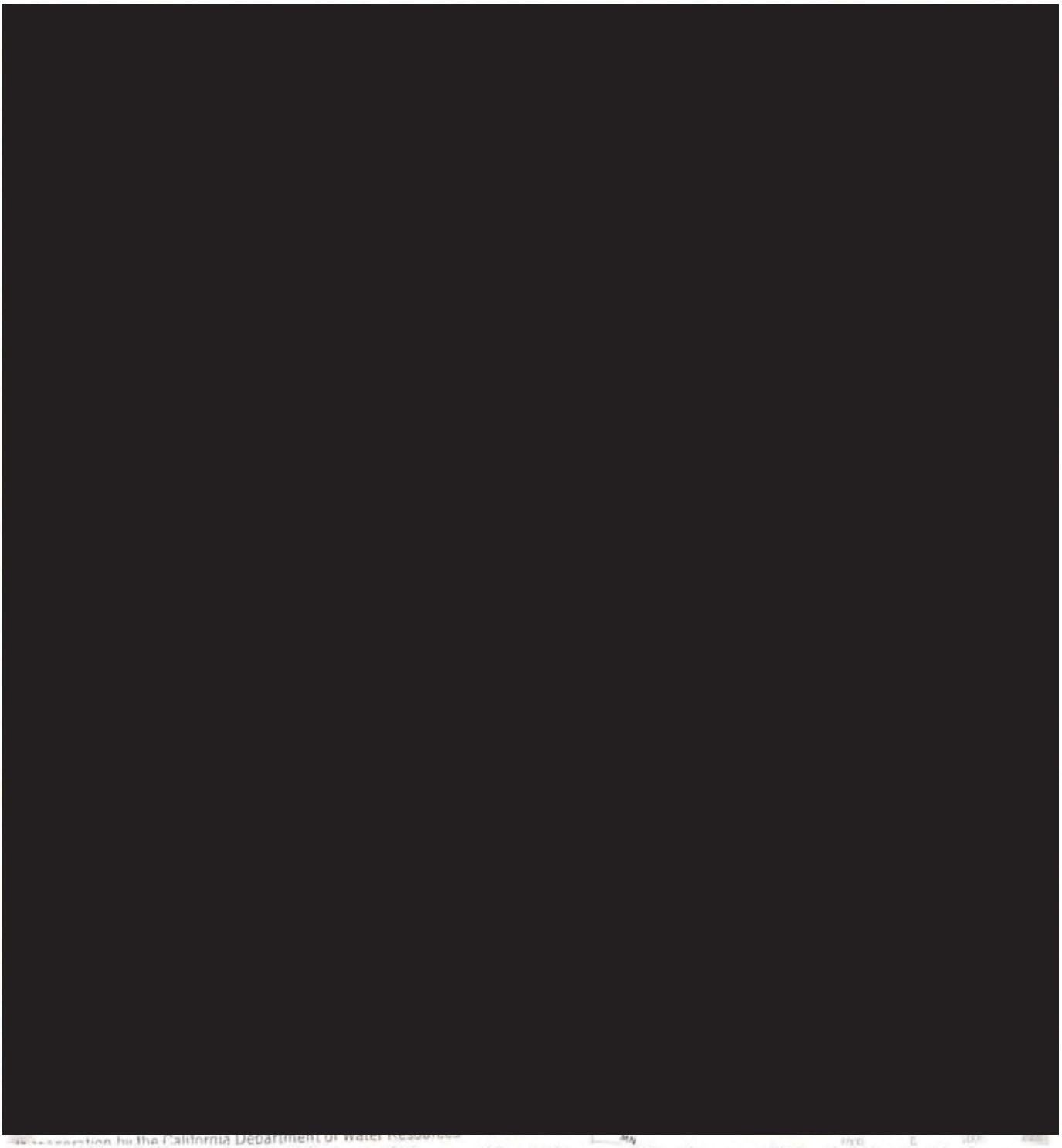
Several years later, in 1857, the United States Land Commission recognized Sunol's claim and title to the land and formally patented the Rancho to him. After taken full possession of the land, Sunol sub-divided the rancho into three parcels: Sunol kept one, gave a parcel to his daughter, and sold the other to Henry Naglee. Since, the mid-19th century the parcels were continuously sub-divided, and the name Roberto, has since disappeared from most local history books. The historic plaque at the adobe provides the only public information on Roberto Antonio.

9) The Muwekma tribal enrolled Armija-Thompson families have direct lineal descent from the historic Alson Ohlone tribal group/district from this area and the Juarez families are descended from Clareño Indians baptized and married at Mission Santa Clara.

10) The Ohlone tribal groups located to the east and northeast of the Mission Santa Clara were identified by the Santa Clara Mission fathers as coming from the **San Francisco Solano** and **Santa Agueda** Districts. The Mission Santa Clara Indians (**Clareños**), spoke the Tamien Ohlone languages of the Santa Clara Valley and adjacent areas. The Clareño Ohlone people and the East Bay Chocheño Ohlone speaking people spoke a similar language. When J. Peabody Harrington interviewed two of our Tribal Elders, Maria de los Angeles Colos and Jose Guzman during the 1920s-early 30s, he was informed that "**the Clareños were much intermarried with the Chocheños, the dialects were similar. Muwekma – la Gente.**" (Harrington Notes, dated October 1929).



Map 1: Reconstructed Paleo-Ecological Catchment Surrounding CA-SCL-869 [Leventhal et al.]



Map 2: Reconstructed Extent of Canoas Marsh Surrounding Proposed Martial Cottle Park

Therefore, we are concerned that any investigation on this parcel of land is exceedingly thorough and comprehensive and that information is shared with our Tribe.

11) Our Tribal enrollment is in excess of 550 members representing documented members of the historic Federally Recognized Verona Band of Alameda County.

12) As you can see from Schwaderer's report the Muwekma Ohlone Tribe does not even exist as a potential stakeholder in this process or project. Although not necessarily intentional, the omission of our Tribe and our history and relationship to this region constitutes a clear example of "CRM business as usual" as practiced by public agencies and private archaeological consultants. This clearly needs to change.

Based up the above it appears the proposed project may indeed have **potential** adverse impacts on subsurface ancestral cultural heritage sites and/or ancestral remains should any subsurface construction work be conducted. As in cases that has happened so many times in the past, our Tribe does not want to find itself in the position of interfacing with the "**good old boy**" archaeological mitigation process. Our Tribe insists that we be kept fully informed whenever any of our ancestral remains or sites are encountered as prescribed under SB 18 and related laws. Furthermore, we would recommend at a minimum that any subsurface construction activities be monitored by a documented member of this community (meaning a person having demonstrable direct descent form either Missions San Jose or Santa Clara) and preferably a member of our documented tribe. Furthermore, we would like to obtain a copy of the Final CRM report for this project.

Some Additional Historic Background on the Muwekma Ohlone Tribe

As you may already know the Muwekma Ohlone Tribe is comprised of all of the surviving lineages who are aboriginal to the San Francisco Bay region and whom were missionized into Missions Dolores, Santa Clara and San Jose. Our Tribe became Federally recognized through the Congressional Homeless California Indian Appropriation Acts of 1906 and 1908 and later years, and our Tribe was identified as the Verona Band of Alameda County by the Indian Service Bureau and the Reno, and later, Sacramento Agencies between 1906 to 1927. Our Tribal family heads enrolled with the BIA under the 1928 California Indian Jurisdictional Act and all of our applications were approved by the Secretary of Interior. Our families again enrolled with the BIA during the 1948-1957 and 1968-1970 enrollment periods and those applications were also approved by the Secretary of Interior as well. The Muwekma Tribal enrollment includes members of Marine-Marine, Marine-Alvarez-Galvan, Marine-Sanchez, Marine-Munoz-Guzman, Marine-Thompson-Ruano; Armija-Thompson; and Santos-Pinos-Juarez-Armija-Colos-Bernal; and Guzman-Nonessa lineages.

One of the direct ancestors of the **Marine** lineage was **Liberato Culpecse** of the **Jalquin Ohlone** tribal group whom occupied the East Bay areas of south Oakland, San Leandro, San Lorenzo, Hayward, Castro Valley and adjacent lands. Liberato's father was named **Faustino** at the time of his baptism on

December 18, 1794 at Mission Dolores. His Indian name was **Poylemja** and he was identified as being from the "**Chaclanes**" "**otra banda frenta de este**" (SFB # 1552). According to Milliken, the

Chaclanes were the same tribal group as the **Saclanes** whose territory included the inland valleys just east of Oakland including the Walnut Creek and Lafayette region.

It was into the complex and rapidly changing world of the emergent Hispanic Empire, that **Liberato Culpecse**, at the age of 14 years old (born 1787) was baptized on November 18, 1801 at Mission Dolores, along with other members of his tribe. Seven years later in 1808, Liberato Culpecse had married his first wife Catalina Pispisoboj and she died three years later on October 16, 1811.

After the death of his wife, Liberato was allowed to relocate to the Mission San Jose region, where he met his second wife **Efrena Quennatole**. Efrena Quennatole who was **Napian/Karquin Ohlone** was born in 1797 and baptized at Mission San Jose on January 1, 1815 at the age of 18 years. Father Fortuny married Liberato and Efrena (who by then was a widow) on July 13, 1818.

Liberato Culpecse and Efrena Quennatole had a son named **Jose Liberato Dionisio** (a.k.a. **Liberato Nonessa**). Liberato and Efrena later had a daughter **named Maria Efrena**. Both Jose Liberato Dionisio and Maria Efrena married other Mission San Jose Indians. Liberato Dionisio's second wife was **Maria de Jesus** who was the daughter of **Captain Rupardo Leyo (Leopardo)** and was the younger sister of **Captain Jose Antonio**. Liberato Dionisio and Maria de Jesus had several children including **Francisca Nonessa Guzman**, born May 7, 1867. Maria Efrena had married an Indian man named **Pamfilio Yakilamne** (from the **Ilamne** Tribe of the Sacramento Delta region) and they had several children including their youngest daughter **Avelina Cornates (Marine)**. During the late 19th and early 20th centuries, **Francisca Nonessa Guzman** and **Avelina Cornates Marine** became two the founding matriarchs of the present-day Guzman and Marine lineages. They, along with the other tribal families, comprised the historic Federally Recognized **Verona Band** tribal community residing at the following East Bay rancherias: San Lorenzo, Alisal (Pleasanton), Del Mocho (Livermore), El Molino (Niles), Sunol, and later Newark.

Avelina Cornates Marine was born in November 1863 and baptized at Mission San Jose on January 17, 1864. By the late 1880s she had met **Raphael Marine**, who came to the United States from Costa Rica, but oral tradition indicates that he was originally from Sicily.

Avelina Cornates and Raphael Marine had together nine living children by 1903, six of whom have surviving descendents who are presently enrolled in the Muwekma Tribe.

In the 1880s, the Hearst family purchased part of the Bernal Rancho containing the Alisal Rancheria and Mrs. Hearst permitted the 125 Muwekmas living at Alisal to remain on the land, and even employing some of them to do her laundry. During the early part of the 20th century, the Muwekma Ohlone Indians (later identified as the Verona Band by the BIA) became Federally Recognized and appear on the Special Indian Census conducted by Agent C. E. Kelsey in 1905-1906.

Concurrently, during this period of time, Mrs. Phoebe Hearst was responsible for funding the fledgling Department of Anthropology at U.C. Berkeley. Dr. Alfred L. Kroeber, one of the early pioneering anthropologists, became known as "the Father of California Anthropology" interviewed some of the knowledgeable speakers of the Indian languages amongst the Mission San Jose Indians in the East Bay.

As mentioned above, another important lineage enrolled in the Muwekma Tribe is the Armija/Marshall/Thompson lineage which traces their ancestry back to Jose Elias (Armija) and Delfina Guerrera and their ancestors back to the **Alson Ohlone** ("del estero") from the Milpitas/Fremont Plain, **Seunen Ohlone** from the Pleasanton/Dublin area, **Chupcan** and **Tamcan** Tribal Groups from the Mt. Diablo and Byron areas.

Elias Armijo (aka **Joseph Aleas)** and **Delfina Guerrera** were full blooded Mission San Jose Indians and the parents of Maria Flora, Eduardo (Avelino), Margarita, Juan, Chrysanto, Magdalena and Gregonia Maria Armija. Both Elias and Delfina were listed as Indians on the **1870 Census** as living in

Murray Township, Alameda County (page 103A, household # 59) on the Alisal Rancheria. At the top of the same census page are listed A. Burnell (**Augustin Bernal**) and his family (household #58). The next series of entries on the same census page identify some of the other **Verona Band** Indian households living on the **Alisal Rancheria**. The first family listed below A. Burnell is (#59) Alius, Hosea (Aleas, Jose), Indian, age 25 (b. 1845); his wife, Delfina, Indian, age 17 (b. 1853); and their two children Flora (age 4 b. 1866) and Avelino (Eduardo), age 1 (b. 1869) [1870 Census, Murray Township, Alameda County, page 103A].

The Armija's appear again 10 years later on the **1880 Census** living in Centerville, Washington Township, as Jose Aleas, Indian, age 37; Delfina, Indian, wife, age 23; and children: Maria Flora (age 18), Jesus Eduard (age 8), Maria M(argaret) (age 7), Juan C. (age 6), Chrisantos (age 4), Maria M(agdelena) (age 3), and Maria (Gregonia) (age 2 months) [1880 Census, Alameda County, page 517A].

On the **1900 Indian Population Census Washington Township,** Alameda County, Jose and Delfina Armija's eldest son, Eduardo Armija, was listed under his mother-in-law Josepha Maria (as Head of household), along with his second wife Jonah (Chona Bautista), and their son Narcisco. Also listed are Eduardo's younger brother, Chrysantos and his wife Belle (Izabel Villanen); and Thomas Duncan (who was later married to Petra Inigo (Phoebe Alaniz) in 1903 [Washington Township, page 291B].

Also listed on the **1900 Indian Population Census** for neighboring **Murray Township** (in Livermore) are **Phoebe Enigo** (Petra Inigo/Phoebe Alaniz) and her daughter, Mary Guzman. Living at Phoebe Inigo's residence (probably the same house that Susanna Nichols was born in) is **Magdalena Marshall**

(Armija/Thompson), who was identified as Lena Matlo, (widowed, age 22, b. May 1878). Petra Inigo was also the godmother to Magdalena's first child Rosa Bernal in 1895 (see below). At this time, Magdalena was pregnant with her son Henry Marshall who was born on Dec. 11, 1900.

Although not formally married to Joseph Machado (Marshall), Henry would be the first of two sons she had with him. Also listed along with Magdalena was Carrie Matlo (Machado/Marshall). Carrie Matlo was actually Carrie Calista Peralta, who was born October 14, 1898, and was the daughter of Magdalena's older sister, Margarita Armija and her second husband Antonio Peralta. Petra Inigo was Carrie's godmother. Petra Inigo and Magdalena Armija had taken the responsibility for caring for Carrie, because according to Carrie's older sister, Belle Stokes Nichols and brother, Joseph Aleas' BIA applications (#'s 10300 and 10299), their mother, Margarita Armija died sometime "around 1900" (Murray Township, page 23A).

Magdalena Armija was later listed on **Kelsey's 1905-1906 Special Indian Census** as **"Marthelina Marshall"** with one child (son Henry Marshall). She was also listed on this census as living in Niles and being "without land".

By 1908 or 1909 **Magdalena Armija** had married Ernest Thompson Sr. The **1910 Census** lists Ernest Thompson (as Head of household), Lena, wife (age 33) and two children, Flora (1) and Henry Marshall (9) as living on **Mission San Jose** Road. Living next to them was Peter Sattos (Juarez) and his wife, Maggie (Margarita Pinos), and Maggie's niece, Laura (Peregrina Pinos Santos' daughter, Erolinda Santos.

Based upon the censuses and mission records, the family lineage of Jose Aleas and Delfina have been traced back several generations to the Seunen Ohlone tribe (Dublin/Livermore region) the "del estero"

Alson Ohlone Tribe (Fremont/Milpitas/north San Jose plain) and the Tamcan Tribe (Byron region). Jose Aleas like many of the Indians of the **Verona Band** had many names and variations of the spelling of his name. He was known as Elias Armija, Jose Aleas, Jose de la Cruz Elias and others.

The following Mission San Jose record information has been identified for Elias Armija's (Jose Aleas) ancestry. Jose Elias Armija's mother was **Perpetua SSAUECHEQUI** from the **Tamcan** Tribal group from around Byron area.

1809 Mar 16, #1636 **Perpetua SSAUECHEQUI**, Tamcan Tribe
Born: 1807 (2 years old at baptism)
Father: Deceased (gentil difunto)
Mother: Oyojola o Guayaatne
Godparents: Maria Higuera

Jose Elias Armija's father was **Silvestre (Avendano)** who was born February 26, 1800. It was from the baptismal information of his siblings Ancieto and Fermin that we know that they were from "del estero" which is the Fremont Plain within the **Alson Ohlone** Tribal territory:

1800 Feb 26, #292 **Silvestre**, Mission (del estero)
Born: Feb 26, 1800
Father: Crisanto (neofitos)
Mother: Crisanta
Godparents: Teodora Peralta

Perpetua Ssauechequi had married **Silvestre Avendano** sometime before 1842 and they had a son named Jose Elias who was baptized at Mission San Jose:

1842 Nov 6, #8167, **Jose Elias**
Born: Oct 1842 (1 month old)
Father: Silvestre Avendano (MSJ # 292)
Mother Perpetua (MSJ # 1636)
Godparents: Carlos Berrelleza & Maria Josefa Galindo

Delfina Armija's Family Lineage

Mission San Jose records indicate that Delfina's father was **Francisco Solano** and that his lineage is traced to the **Chupcan Tribe** of **Mt. Diablo/Walnut Creek** area and also to the **Seunen Ohlone Tribe** of the **Dublin/Livermore** region. Francisco Solano's father was **Primo Veuslla** of the **Seunen** Tribe, his mother was **Remedia Lal-iapa** of the **Chupcan** Tribe.

1803 Apr 2, #887, **Primo VEUSLLA**, Seunen [Sounen] Tribe (near Dublin)
Born: 1794 (9 years old at baptism)

Francisco Solano's mother was **Remedia**, daughter of **Radegunda Toleppata** of the Chupcan Tribe.
1811 Mar 16, #1839, **Radegunda TOLEPPATA**, Chupcan Tribe (Adulta)
Born: 1773 (38 years old at baptism)

Note: Identified as mother of Obtaciano #1836, Basilio #1751, Rogato #1755 & Remedia #1757. Radegunda died and was buried at Mission San Jose on September 25, 1824 (MSJ-D # 3211).

1811 Feb 27, #1757, **Remedia LAL-ÍAPA**, [LALAPA] Chupcan Tribe
Born: 1803 (8 yrs old at baptism)
Father: deceased
Mother: Radegunda
Godparents: Quintina

By 1828 Primo and Remedia are married and Remedia gave birth to Francisco Solano.

1828 Apr 8, #5881, **Francisco Solano*** (Neofitos)
Born: Apr 7, 1828 (born day before)
Father: Primo (#887)
Mother: Remedia (#1757)
Godparents: -

Note: "llamada Tivasia...Hermana de Chiquetu..."

*Jose Guzman and Maria Colos shared with Harrington on October 14, 1929, the following recollections [probably dating back to around the time of the 1870 Ghost Dance] about the brother-in law of Francisco Solano, named Martin:

> "Martin was *cunado* (brother-in-law) of Inf's *tio* Francisco Solano. The wife of Martin was sister of Francisco Solano. Martin was good to land on top of the sweat house above San Leandro -- both inf. and Jose have heard him. He was an Akwena.
>
> "He used to come to Pleasanton at times to. He was sermonero Iso (?) they called them in. Call it echando sermon. Might say also espichero. Buenas cosas hablan -how could I tell you all he says - aconsejando la gente, to all the people, to instruct man and woman heard all he said from temescal top there" (Harrington 1929-1930: reel 36:504).

Francisco Solano had married Maria Soledad Castro.

1843 Jan 8, #8187, Page 259, **Maria Soledad (Castro?)**
Born: 1838 (five years old at time of baptism)
Father: not mentioned
Mother: not mentioned
Godparents: Dona Maria de Jesus Castro

Francisco and Soledad had four children together and one of them was Delfina who was born in 1851:

1851, Jul 24, #8467, **Delfina Sobien (Solano)**
Born: Feb, 1851
Father: Solano Jobien (Sobien)?
Mother: Soledad Cloc (Castro)
Godparents: Simon Roe & Maria Miranda

Jose Elias Armija and Delfina were married around 1865. Their daughter Magdalena Armija Marshall Thompson died a few months after she enrolled herself and her child with the BIA in October 1930:

Magdalena (Armija) Thompson (BIA Application # 10296) was a full blooded Indian born 5-27-1877. Her BIA application listed her children as Emily Thompson (b. 10-31-1910), Ernest Thompson (b. 4-21-1912), Eduardo Thompson (b. 7-21-1914), and Lorenzo (Lawrence) Thompson (b. 9-9-1918).

Ernest Thompson Sr. (an American) was her husband at the time of her enrollment. On her BIA application she identified her father as Elias Armija (died about 1880) and her mother as Delfina (Armija) Guerrera (died about 1884). Both of them were born in Alameda County. Delfina's mother was identified as Soledad Guerrera (Maria Soledad Castro). Phoebe Alaniz (Petra Inigo) witnessed her application on October 7, 1930 that she knew Magdalena and her mother for 45 years.

Shattering the Myth that the Ohlones/Costanoans were Never Federally Recognized

In 1989 our Tribe sent a letter to the Branch of Acknowledgement and Research in order to have our Acknowledged status restored. After eight years in the petitioning process, and after the submittal of several thousand pages of historic and legal documentation, on May 24, 1996 the Bureau of Indian Affairs' Branch of Acknowledgment and Research (BAR) made a positive determination that:

Based upon the documentation provided, and the BIA's background study on Federal acknowledgment in California between 1887 and 1933, **we have concluded on a preliminary basis that the Pleasanton or Verona Band of Alameda County was previous acknowledged between 1914 and 1927**. The band was among the groups, identified as bands, under the jurisdiction of the Indian agency at Sacramento, California. The agency dealt with the Verona Band as a group and identified it as a distinct social and political entity.

On December 8, 1999, the Muwekma Tribal Council and its legal consultants filed a law suit against the Interior Department/BIA – naming Secretary Bruce Babbitt and AS-IA Kevin Gover over the fact the Muwekma as a previously Federally recognized tribe it should not have to wait 20 or more years to complete our reaffirmation process.

In 2000 – D.C. District Court Justice Ricardo Urbina wrote in his **Introduction of his Memorandum Opinion Granting the Plaintiff's Motion to Amend the Court's Order** (July 28, 2000) and **Memorandum Order Denying the Defendants' to Alter or Amend the Court's Orders** (June 11, 2002) that:

> "The Muwekma Tribe is a tribe of Ohlone Indians indigenous to the present-day San Francisco Bay area. In the early part of the Twentieth Century, the Department of the Interior ("DOI") recognized the Muwekma tribe as an Indian tribe under the jurisdiction of the United States." (Civil Case No. 99-3261 RMU D.D.C.)

On October 30, 2000, response by the Department of Interior's Branch of Acknowledgment and Research/Tribal Services Division of the Bureau of Indian Affairs to Justice Urbina's Court Order regarding the Muwekma Ohlone Tribal enrollment and descendency from the previous Federally recognized tribe, BIA staff concluded:

"... . When combined with the members who have both types of ancestors), **100% of the membership is represented**. Thus, analysis shows that the petition's membership can trace (and, based on a sampling, can document) its various lineages back to individuals *or to one or more siblings of individuals* appearing on the 1900, "Kelsey", and 1910 census enumerations described above."

On July 25, 2002, Congresswoman Zoe Lofgren issued her "Extension of Remarks" on the floor of the House of Representatives stating:

> "The Muwekma Ohlone Indian Tribe is a sovereign Indian Nation located within several counties in the San Francisco Bay Area since time immemorial.
>
> "In 1906, the Tribe was formally identified by the Special Indian Census conducted by Indian Agent C. E. Kelsey, as a result of the Congressional Appropriation Act mandate to identify and to purchase land for homeless California Indian tribes.
>
> "At this time, the Department of Interior and the Bureau of Indian Affairs federally acknowledged the Verona Band as coming under the jurisdiction of the Reno and Sacramento Agencies between 1906 and 1927.
>
> "The Congress of the United States also recognized the Verona Band pursuant to Chapter 14 of Title 25 of the United States Code, which was affirmed by the United States Court of Claims in the Case of Indians of California v. United States (1942) 98 Ct. Cl.583.
>
> "The Court of Claims case judgment instructed the identification of the Indians of California with the creation of Indian rolls. The direct ancestors of the present-day Muwekma Ohlone Tribe participated in and enrolled under the 1928 California Indian Jurisdictional Act and the ensuing Claims Settlement of 1944 with the Secretary of the Interior approving all of their enrollment applications.
>
> "Meanwhile, as a result of inconsistent federal policies of neglect toward the California Indians, the government breached the trust responsibility relationship with the Muwekma tribe and left the Tribe landless and without either services or benefits. As a result, the Tribe has suffered losses and displacement. Despite these hardships the Tribe has never relinquished their Indian tribal status and their status was never terminated.
>
> "In 1984, in an attempt to have the federal government acknowledge the status of the Tribe, the Muwekma Ohlone people formally organized a tribal council in conformance with the guidelines under the Indian Reorganization Act of 1934.
>
> "In 1989, the Muwekma Ohlone Tribal leadership submitted a resolution to the Bureau of Indian Affairs' Branch of Acknowledgment and Research with the intent to petition for Federal acknowledgment. This application is known as Petition #111. This federal process is known to take many years to complete.
>
> "Simultaneously, in the 1980's and 1990's, the United States Congress recognized the federal government's neglect of the California Indians and directed a Commission to study the history and current status of the California Indians and to deliver a report with recommendations. In the late 1990's the Congressional mandated report – the California Advisory Report, recommended

that the Muwekma Ohlone tribe be reaffirmed to its status as a federally recognized tribe along with five other Tribes, the Dunlap Band of Mono Indians, the Lower Lake Koi Tribe, the Tsnungwe Council, the Southern Sierra Miwuk Nation, and the Tolowa Nation.

"On May 24, 1996, the Bureau of Indian Affairs pursuant to the regulatory process then issued a letter to the Muwekma Ohlone tribe concluding that the Tribe was indeed a Federally Recognized Tribe.

"In an effort to reaffirm their status and compel a timely decision by the Department of the Interior, the Muwekma Ohlone Tribe sued the Bureau of Indian Affairs. The Court has mandated that the Department issue a decision this year. That decision is expected in early August.

"Specifically, on July 28, 2000, and again on June 11, 2002, Judge Ricardo Urbina wrote in his Introduction of his **Memorandum Opinion Granting the Plaintiff's Motion to Amend the Court's Order** (July 28, 2000) and **Memorandum Order Denying the Defendants' to Alter or Amend the Court's Orders** (June 11, 2002) affirmatively stating that:

> 'The Muwekma Tribe is a tribe of Ohlone Indians indigenous to the present-day San Francisco Bay area. In the early part of the Twentieth Century, the Department of the Interior ("DOI") recognized the Muwekma tribe as an Indian tribe under the jurisdiction of the United States.' (Civil Case No. 99-3261 RMU D.D.C.)

"I proudly support the long struggle of the Muwekma Ohlone Tribe as they continue to seek justice and to finally, and without further delay, achieve their goal of their reaffirmation of their tribal status by the federal government. This process has dragged on long enough. I hope that the Bureau of Indian Affairs and the Department of Interior will do the right thing and act positively to grant the Muwekma Ohlone tribe their rights as a Federally Recognized Indian Tribe. The Muwekma Ohlone Tribe has waited long enough; let them get on with their lives as they seek to improve the lives of the members of this proud tribe.

"To do anything else is to deny this tribe Justice. They have waited patiently and should not have to wait any longer."

Most recently, on September 21, 2006, another victory was handed to the Muwekma Tribe by the U.S. District Court in Washington, D.C. stating:

> "The following facts are not in dispute. Muwekma is a group of American Indians indigenous to the San Francisco Bay area, the members of which are direct descendants of the historical Mission San Jose Tribe, also known as the Pleasanton or Verona Band of Alameda County ("the Verona Band"). ... From 1914 to 1927, the Verona Band was recognized by the federal government as an Indian tribe. ... Neither Congress nor any executive agency ever formally withdrew federal recognition of the Verona Band. ...
>
> "Upon remand, the Department **must** provide a detailed explanation of the reasons for its refusal to waive the Part 83 procedures when evaluating Muwekma's request for federal tribal recognition, particularly in light of its willingness to "clarif[y] the status of [Ione] . . . [and] reaffirm[] the status of [Lower Lake] without requiring [them] to submit . . . petition[s] under . . . Part 83." Such an explanation may not rely on the fact that a "lengthy and thorough" evaluation of Muwekma's petition. At issue for the purpose of this remand is not

> whether the Department correctly evaluated Muwekma's completed petition under the Part 83 criteria, but whether it had a sufficient basis to require Muwekma to proceed under the heightened evidentiary burden of the Part 83 procedures in the first place, given Muwekma's alleged similarity to Ione and Lower Lake."

As of December 2008, it appears that the BIA **failed** to respond to Judge Walton's court order, and we are now patiently waiting to the Court's final decision for our reaffirmation as a Recognized Tribe.

In conclusion, while our Tribe is awaiting a final decision from the U.S. District Court in Washington, D.C. about our restoration status, we nonetheless, are continuing to exercise our sovereignty and authority as a Recognized Tribe. Therefore, once again thank you for contacting our Tribal office with regards the proposed project and we would like for the County to include in its **ethnographic section accurate** and **updated** historic and legal information about our Tribe. In the past we have been troubled by the generic treatment in EIR's about our Tribe's history and heritage, which are usually fraught with myths, stereotypes and much outdated, undernourished and just plain erroneous information, usually cited from Malcolm Margolin's interpretive fantasy The Ohlone Way, or from Levy's section "Costanoan" in the Handbook on North American Indians, Vol. 8. 1978.

Your researchers can obtain useful information from Milliken's publications as well as from our recent 2009 publication on **CA-SCL-869 Katwáš Ketneyma Waréeptak (The Four Matriarchs) Site** (especially the Ethnohistory section) and our website **www.muwekma.org**. Should you have any additional questions or would like to obtain primary documentation, please contact our tribal office and we shall consider your request. Finally we want to obtain a copy of the Final CRM report when it is complete.

On behalf of the Muwekma Tribe,

Rosemary Cambra, Chairwoman

Cc:
Muwekma Tribal Council
Cultural Resources File
Martial Cottle County Park Project

APPENDIX G

WATER SUPPLY ASSESSMENT

Water Supply Assessment for the Proposed Martial Cottle Park, San Jose, California

Report prepared for:

Design, Community and Environment

Prepared by:

Scott Brown

Barry Hecht

Balance Hydrologics, Inc.

August 2010

A report prepared for:

Design, Community & Environment
1625 Shattuck Avenue, Suite 300
Berkeley, California 94709
(510) 848-3815
Attention: Alexis Lynch and Isabelle Minn

Water Supply Assessment for the Proposed Martial Cottle Park, San Jose, California

 Project Assignment: 210065
by

Scott Brown, PG
Geologist/Hydrologist

Barry Hecht, CHg, CEG
Senior Principal

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August 25, 2010

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Appendix A. Water supply assessment letter from the San Jose Water Company addressing Martial Cottle Park water supply.

1. SUMMARY

A Water Supply Assessment (WSA) under the terms of California Water Code Section 10910 is required for Martial Cottle Park because the total additional water demand is expected to be larger than the demand associated with a development of 500 residential units. This WSA evaluates whether the total projected water supplies determined to be available during a 20-year period will meet the projected water demand associated with the proposed project, in addition to existing and planned future uses. This WSA indicates that:

- The estimated total water demand for the proposed project would be no greater than 561 acre-feet of water per year. Anticipated water use (especially for the 'leased agriculture' portion of the project) was within the upper range of what would be expected for the proposed land uses, resulting in conservatively-high projected demand.

- Of the Park's total water demand, 132 acre-feet per year of municipal water would be supplied by the San Jose Water Company. This demand is consistent with the projected increases in the SJWC 2005 UWMP, which concluded that supply is available to meet projected demand under all scenarios through the 2030 planning period.

- The remaining 429 acre-feet would be extracted from groundwater pumped on-site from the Santa Clara subbasin, and would be used to support the leased agriculture plots within the Park. The WSA projects that an estimated 64 acre-feet of the applied irrigation water would re-infiltrate to the aquifer, and therefore the net groundwater pumping would be approximately 365 acre-feet of water.

- The groundwater portion of the Park supply was *not* accounted for in the SCVWD 2005 UWMP, and therefore the Park, at maximum agricultural lease operations, would increase demand over that projected in the UWMP. Supply is available to meet demand under all evaluated scenarios through the 2020 planning period. The additional Park water demand would require a slight increase in the water supply to meet normal-year demand in 2025 and 2030, and multi-year drought demand in 2030 (by up to 3%), but would not induce groundwater shortages during planning periods or scenarios that were not already identified in the UWMP.

Given the slight increases in demand over those projected in 2005 as a result of the project, the fact that these increases will likely be included in the planning projections for the 2010 UWMP, and the continued efforts of the SCVWD to properly manage the subbasin and maintain reliable water supply, the WSA concludes that the additional shortfalls in supply past 2025 as a result of

the project can be met by the SCVWD. Because the non-'leased agriculture' portion of the project's water supply is within the growth already anticipated by SJWC in their 2005 UWMP, the SJWC projects that they have sufficient supply to meet that portion of the project demand as well.

2. INTRODUCTION

The County of Santa Clara Parks and Recreation Department and California State Parks have prepared a combined State Park General Plan and County Park Master Plan ("Park Plan") for the development and operations of Martial Cottle Park (the Park, or Project), that is located on unincorporated land in central Santa Clara County, southeast of downtown San Jose (Figure 1). For the purposes of CEQA analysis (and this WSA) the Project includes the proposed Park, but does not include the "life estate" portion of the property, that will remain under private ownership (see section 2.2). To comply with the California Environmental Quality Act (CEQA), environmental review and documentation is being prepared for this proposed project (DCE, in prep.). This Water Supply Assessment (WSA) has been prepared as part of the CEQA documentation for the proposed project. As required by Section 10910 of the California Water Code, the WSA requires approval from the County of Santa Clara Board of Supervisors prior to its incorporation into the CEQA documentation.

2.1 Regulatory Background

Section 10910 of the California Water Code (as revised by Senate Bill 610, or SB610) requires: "the city or county, at the time that it determines whether an environmental impact report, a negative declaration, or a mitigated negative declaration is required for any project subject to the California Environmental Quality Act pursuant to Section 21080.1 of the Public Resources Code, … [to] identify a water system…that may supply water for the project" and to prepare a WSA to address the increased water use over existing conditions. The WSA is intended to 1) identify the water system or systems that would (or may) supply water to the project; 2) compare project water demands with those projections included in the most-recently adopted Urban Water Management Plan (UWMP) or Plans for those service providers; and 3) assess whether the public water system's total projected water availability for the entire system(s) during normal, single dry, and multiple dry years over a 20-year period will meet the projected water demand associated with the proposed project, in addition to the public water system's existing and planned future uses (including agricultural and manufacturing uses and assuming the project was not included in such an assessment in the UWMP). Within this assessment, California Water Code Section 10910(4)(d) requires a discussion of existing water supply entitlements, water rights, or water service contracts relevant to the public water system(s). Also, Section 10910 (2)(f) requires that "If a water supply for a proposed project includes groundwater, the following additional information shall be included in the water supply assessment: (1) a review of any information contained in the urban water management plan

relevant to the identified water supply for the proposed project (2) a description of any groundwater basin or basins from which the proposed project will be supplied."

Per Section 10912 (a) of the California Water Code, projects required to prepare a WSA are those that propose any one or combination of the following:

1. A proposed residential development of more than 500 dwelling units;
2. A proposed shopping center or other business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
3. A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
4. A proposed hotel or motel, or both, having more than 500 rooms;
5. A proposed industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
6. A mixed-use project that includes one or more of the projects specified in this subdivision; and
7. A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

A Water Supply Assessment is required for the Martial Cottle Park project due to the fact that it would require a projected water supply equivalent to or greater than the amount required by a 500 dwelling unit project (see item 7, above). See section 4.1 for a discussion of estimated water demand for the Project.

2.2 Project Description

The proposed project would convert seasonally-cultivated and fallow fields on State- and County-owned land to a park that would provide recreational, educational, and interpretive opportunities, along with agricultural uses that "sustain farming traditions in the Santa Clara Valley" (DCE, 2010; pg. 4). The Park Plan proposes a park and recreation zone with a main park complex that includes a visitor center, parking, trails, multi-use outdoor pavilion, picnic areas and open park areas for community gathering and events. The Plan also includes a 'western use' area with passive recreation, picnicking, and environmental education, as well as a perimeter trail system, buffers, and park support facilities such as a Park corporation yard and possible site host). In addition, the Plan includes a leased agricultural zone (comprising

approximately 140 acres of agricultural fields with support facilities for agricultural production, including but not limited to a corporation yard and storage areas, irrigation systems), a habitat enhancement zone (seasonal wetland and vegetative enhancements along Canoas Creek Corridor), a cooperative management zone (demonstration gardens, youth agriculture program areas, agricultural research areas, community gardens, native plant nursery) and a community-based urban forestry area. See Figure 2 for a map of the Park Planning zones. A portion (31 acres) of the existing parcels would remain as private property (called the 'Life Estate')[1]. See Chapter 4 in the Draft Martial Cottle Park Plan (DCE, 2010; pg. 86-92) for additional details of the proposed park improvements.

2.2.1 Past and existing water uses

Since the mid-1800s, the project site has been used for a variety of agricultural operations, including grain, row crops, cattle grazing, dairy, and orchard. Although no reliable records of past water use are available for the site, these land uses likely required up to 4.4 acre-feet per acre per year of applied water, though the water use certainly varied considerably depending on what uses were active at any given time. Past irrigation was supported entirely by on-site groundwater pumping, but the on-site well is not currently in use[2].

The SCVWD indicated that five wells were active near the project site in 2000 (the baseline used for the 2005 UWMP analysis), and approximately 52 acre-feet was pumped from those wells that year[3]. Four of the five wells are located within the Life Estate area, which are not accessible to the public and are therefore not considered part of the project for CEQA analysis. Given the indication that the project site is currently predominately dry-farmed (DCE, 2010; pg. 17), the WSA assumes that much, if not all of the 52 acre feet pumped in 2000 was from the four wells within the Life Estate area. Even if some of the water were pumped from the well within the project site, the amount was likely minimal compared to the anticipated project pumping. In order to provide a conservative assessment, the WSA assumes that the well at the project site was not active in 2000.

[1] The original donor of the County's property retained a life estate in a portion of the property. It will become part of the park in the future, but it is not included as part of the currently-proposed Project.
[2] The Life Estate has its own, separate wells that are currently in use. See discussion in next paragraph.
[3] E-mail correspondence from Colleen Haggerty, SCVWD Engineer, June 24, 2010

2.3 Precipitation

The project site is located within the Santa Clara Basin, which has a Mediterranean-type climate zone, with almost all precipitation falling between the months of October and May. Annual average rainfall amounts in the region vary significantly due to topography. Higher elevations in the Santa Cruz Mountains can receive 40 to 60 inches per year, while the Valley floor in the vicinity of downtown San Jose receives on average about 15 inches annually. Annual average rainfall for San Jose is similar to that at the Park, with the last 100 years showing variability in total rainfall. Periods of abundant winter precipitation and prolonged periods of drought are both frequent in the historical record. Figure 3 shows the annual rainfall for San Jose since 1875. A trailing 5-year average is also plotted to highlight wet and dry periods within this record. The lowest annual rainfall by water year (5 inches) was recorded in 1877, while the highest rainfall amount (30 inches) was recorded in 1890. Several notable drought periods are visible in the record, with the worst (based on 5-year averaging) culminating in 1992 (Figure 3).

3. WATER SUPPLY

Water supply in Santa Clara County comes from a variety of sources, including surface water, groundwater, and imported water. The Santa Clara Valley Water District (SCVWD) operates a number of water treatment facilities that they use to process surface and imported water, which they then convey to a number of different water retailers, who in turn provide water to their customers. As such, the SCVWD does not supply water directly to users; rather it serves as a wholesaler to purveyor agencies which use the water to supplement their own supplies that are separate from SCVWD control. In addition, the SCVWD manages the groundwater basins within Santa Clara County, though it does not use groundwater as part of their wholesale supplies to the water purveyors or individual pumpers. (The water purveyors and well owners maintain their own pumping supply.)

Martial Cottle Park is located within the San Jose Water Company (SJWC) service area. SJWC is the largest water purveyor in the County. It purchases approximately 55 percent of its water from the SCVWD (SJWC 2005 UWMP). Because water for Martial Cottle Park will be supplied both by direct groundwater pumping (under SCVWD jurisdiction) and from the SJWC municipal water supply system, the water supply systems for both of these agencies are discussed below.

3.1 Local Surface Water

3.1.1 Santa Clara Valley Water District

The SCVWD has "numerous water rights to divert and store water from local creeks and streams" (SCVWD, 2005; pg. 38), and operates and maintains over 12 large reservoirs within the County (Figure 4). These reservoirs are used both for capturing local runoff from watersheds within the Santa Cruz Mountains and the Diablo Range, and for storing water imported from outside the basin (see section 3.3 below). The water stored is treated at one of SCVWD's water treatment plants and used for community water supply, released to support downstream habitat needs, or infiltrated to provide recharge to the underlying aquifer (see section 3.2.3).

The amount of surface water available in any given year is dependent on rainfall and runoff volumes during the rainy season, the storage capacity of the reservoirs, and the operation of reservoir levels (to some extent related to broader rainfall patterns within a given year, and in the amount of carryover storage from previous seasons). Total operational (storage) capacity of the reservoirs is approximately 170,000 acre feet (af), while total the total recharge capacity of

the reservoirs and stream reaches downstream is estimated at 138,000 af/y (SCVWD, 2005; pg. 38).

3.1.2 San Jose Water Company

The SJWC has pre-1914 water rights to divert and use local runoff, as well as an approved license for 6,240 acre-feet per year (af/y) from the Los Gatos Creek watershed. The total surface supply is approximately 11,200 af/y (in an average year), and constitutes about 10 percent of their total supply (Dunbar, 2005).

The SJWC utilizes local surface water (runoff from watersheds in the Santa Cruz Mountains) for approximately five to ten percent of its water supply, varying from year-to-year based on annual rainfall (Dunbar, 2005). This water is collected at a series of dams and reservoirs and treated at SJWC's Montevina Filter Plant and Saratoga Treatment Plants. On average, the SJWC utilizes just over 11,000 af/y of local surface water (Dunbar, 2005).

3.2 Groundwater

3.2.1 Description of the subbasin

Irrigation for the production agriculture portion of the project would be supplied directly from groundwater pumping from existing or replacement on-site well drawing from the Santa Clara groundwater sub-basin. The Santa Clara Basin is nestled between the northwest-trending Santa Cruz Mountains and the San Andreas Fault to the west and the Diablo Range and the Hayward and Calaveras faults to the east. Although the geology of the area is complex, the overall picture is fairly straightforward. The Santa Clara Valley is a large trough that has been filled by sediment eroded from the adjacent mountain ranges. The structure of the area is controlled by faulting, the trend of which is predominantly in a northwesterly direction as is so commonly the case in California (Lindsey, 1974; Foster and Hecht, 1999).

The geologic materials that have filled the Santa Clara Valley over millions of years are comprised of gravels, sands, and silty sands. These types of deposits are very permeable and constitute good aquifers that have the capability to yield large flows to wells (Iwamura and Wilson, 1989). In most areas of the basin, ground water quality is good to excellent and is suitable for most beneficial uses (Iwamura and Wilson, 1989).

At the edge of the sub-basin, in the low foothills, the geologic materials that compose the aquifers are exposed at the ground surface. These zones are collectively known as the "forebay"

of the aquifer. These exposed areas are critical to the recharge of the aquifer (Foster and Hecht, 1999). In lower-lying (northern) portions of the valley, the Santa Clara subbasin becomes divided vertically into two major water bearing zones. These two zones are located above and below a northward-thickening layer of clay, or aquiclude, which prevents ground water movement and exchange between the two zones. Throughout most of the basin, the clay layer is encountered at a depth of approximately 150 feet (Iwamura, 1995). The proposed project is located well south of this continuous aquiclude, within the "forebay" portion of the Santa Clara subbasin (Figure 4).

For additional information on the subbasin and groundwater, see section 3.2 of the SCVWD UWMP (SCVWD, 2005). Hanson and others (2004) also provide an in-depth analysis of aquifer and groundwater conditions within the Santa Clara Valley.

3.2.2 Past groundwater use

Groundwater from the Santa Clara subbasin has been used for irrigation and potable water supply since the mid-1800s. By the early 1900s, groundwater use had increased to the point where more water was being withdrawn than was naturally infiltrating, and groundwater levels within the basin began to decline (Figure 5). The Santa Clara Valley Water Conservation District (precursor to the SCVWD) was formed in 1929 to manage the aquifer and to stop the overdraft and subsidence of the ground surface caused by the lowered groundwater conditions (c.f., Reymers and Hemmeter, 2001). The District had completed the construction of several reservoirs by 1936 (Almaden, Calero, Guadalupe, Stevens Creek, Vasona, and Coyote) to detain and infiltrate surface flows for groundwater recharge (Reymers and Hemmeter, 2001). These facilities, in combination with the wet period between 1935 and 1942, induced a recovery in groundwater levels within the basin (Figure 5; see also Figure 3). A prolonged dry period (between 1943 and 1951; see Figure 3) combined with additional increases in pumping demands (sparked in part by rapid population growth) caused water levels in the aquifer to decline again, reaching a all-time low in water levels within the aquifer (Figure 5), and correspondingly high rates of land-surface subsidence.

Additional surface-water detention/recharge facilities were constructed in the early 1950s (Anderson and Lexington), and in 1952 the first water from outside the basin was imported to supplement supply and to reduce the demand for groundwater pumping (Reymers and Hemmeter, 2001). By the late 1960s continued efforts to import water and to directly treat surface water for potable supply led to increases in groundwater levels within the basin.

Additional imported water supply was obtained in the mid-1980s to counter another multi-year decline (Figure 5), and the water levels have generally shown an increase since that time. By about 1997, water levels had recovered to near maximum aquifer capacity (accounting for subsidence). Temporary drawdown of the groundwater levels within the aquifer occurred in the early 2000s and, more prominently between 2007 and 2009. However, water levels still remained well above the lows experienced in the mid-1900s, and above levels at which subsidence is a significant concern. It is important to note that despite the drawdown in water levels beginning in 2007, groundwater began to recover in WY2009 (a below-average rainfall year) and rose further in WY2010 (an above-average rainfall year) to a point where water levels are approaching 'full aquifer capacity' again (Figure 5).

3.2.3 Groundwater management

As discussed above, the SCVWD (and its precursors) has been charged with managing groundwater within the Santa Clara Valley subbasin (as well as other subbasins) since the 1930s. Groundwater management efforts, including detention/recharge of surface water, water imports and conservation, have resulted in recovery of groundwater levels within the aquifer to a 'near-full' condition. The SCVWD continues to manage the aquifer in a manner that sustains water levels in the aquifer to prevent land subsidence and to provide the county with reliable water sources. The District works to reduce the risks of land subsidence and long-term declines in groundwater levels by providing managed recharge and in lieu recharge programs (such as treated water sales and recycled water). These programs are planned to offset temporary aquifer drawdowns during dry years with excess managed and natural recharge during normal and wet years such than there is no long-term decline in aquifer levels.

The SCVWD has completed a number of studies to support appropriate management of the groundwater basin, and continues to refine and update models and planning water supply and demands change. In 2001, the SCVWD completed a comprehensive Groundwater Management Plan to "describe existing groundwater management programs and to formally document the District's groundwater management goal [to protect groundwater resources]" (Reymers and Hemmeter, 2001). This plan is currently being updated by SCVWD. In 2003 SCVWD finished an Integrated Water Resources Plan (IWRP; SCVWD, 2003), building on an original 1996 study. The IWRP was intended to provide a framework for assessing long-term water supply management and to plan capital improvement and conservation strategies to protect water supplies. The SCVWD is currently preparing a Water Supply and Infrastructure Master Plan as a follow-up to their 2003 IWRP, which will outline a plan for implementing strategies for new

water supply, infrastructure, and conservation programs through 2035. The 2005 Urban Water Management Plan (UWMP), was written to summarize the current and future supply and demand constraints through 2030, and is the primary source document for this WSA. The UWMP is currently being updated to assess supplies through 2035; it will not be finalized until the end of 2010.

In addition to the above long-term assessment documents, the SCVWD prepares annual 'Protection and Augmentation of Water Supplies' (PAWS) reports that summarize the current state of SCVWD's operations, programs, and water supply. These reports are used as status reports that help prepare for and plan the following year's water management and supply activities.

3.2.4 Groundwater supplies

The SCVWD uses a detailed groundwater model to assist in aquifer planning and management. Using this model, the SCVWD estimates that the long-term operational storage capacity[4] of the Santa Clara Valley subbasin is approximately 350,000 acre feet, and in any given year no more than 200,000 acre feet should be withdrawn (Reymers and Hemmeter, 2001). These constraints are the primary drivers for management of the aquifer, as withdrawals in excess of these amounts would likely cause significant land subsidence within the Valley. The SCVWD has developed an operational management scheme that predicts two-year storage trends based on current water levels and an 'end-of-year carryover storage' indicator, assuming that a repeat of the driest year on record occurs. If it is estimated that the basin will be drawn below the 'safe' 350,000 af storage capacity (in all subbasins), SCVWD has established action guidelines to help reduce potential shortages (see section 7.4 and table 7.2 in SCVWD, 2005).

Figure 6 shows the total groundwater withdrawals from the Santa Clara subbasin since 1981. Groundwater pumping has not exceeded 200,000 af in any year within that period, and has not been more than 130,000 af/y since before 1989, and has been below 110,000 af/y since 2002. Average pumping from the subbasin over the past two decades (1990-2009) has been approximately 105,400 af/y. Pumping tends to increase with decreased annual precipitation

[4] Operational storage capacity is an estimate of the storage capacity of the aquifer, taking in to account constraints such as the avoidance of subsidence or high groundwater levels. Operational storage capacity is less than the actual storage capacity of the aquifer because of these constraints.

(and vise versa), as available surface and imported water supplies tend to be lower during dry periods (Figure 6).

Figure 7 shows the annual recharge to the Santa Clara Valley subbasin for 1997 to 2009. The graph shows that managed recharge (water recharged by the SCVWD—both imported water and detained surface runoff) is significantly greater than natural recharge[5]. Figure 9 compares the total pumping (Figure 6) to total recharge (Figure 7) for the Santa Clara Valley subbasin. The cumulative difference shows that recharge was greater or equal to pumping in seven of the last thirteen years. 1998, 2005, and 2006 were especially critical recharge years for the subbasin.

3.2.4.1 San Jose Water Company

The SJWC utilizes groundwater from the Santa Clara Subbasin for about one-third of its total supply, pumped at over 90 different wells spread throughout the service area. As the manager of the groundwater basin (see above), the SCVWD has stated that the SJWC should pump no more than 75,000 af/y of water from the Santa Clara subbasin, in order to best sustain current groundwater levels and to protect against land subsidence caused by aquifer overdrafting. The SCVWD has estimated this number based on the operational storage capacity of the subbasin (see above) as well as the projected pumping by other groundwater users. As of 2000, groundwater pumping by SJWC totaled 60,707 af and projected groundwater supply for 2010 was 60,911 af (Dunbar, 2005).

3.3 Imported Water

Since 1965, SCVWD has imported water from outside the basin to supplement local water supplies (SCVWD UWMP, 2005). This water has been used for treated water, groundwater recharge, and groundwater banking—the percentages of which vary depending on the rainfall characteristics, supply amounts, and other conditions particular to that year. Imported water constitutes approximately half of the annual supply to Santa Clara County. Individual water contracts are discussed briefly below. SJWC does not receive imported water directly, rather purchases water from SCVWD. Figure 9 graphs the various sources (see below) of imported water between 1992 and 2009.

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[5] SCVWD only provided estimates of 'natural' recharge for 2007-2009. Natural recharge for earlier years was estimated by multiplying the 'normal year' recharge (from the SCVWD 2005 UWMP) by the percent of mean annual precipitation. Thus, this graph should be for broad comparison purposes only.

3.3.1 State Water Project

SCVWD holds a water contract with the State Water Project (SWP) for 100,000 af/y. Average annual deliveries since 1992, however, have been significantly less (about 51,000 af), though the average since 2005 has been slightly higher (59,000 af).

3.3.2 Central Valley Project

The SCVWD's contract for Central Valley Project (CVP) supply water is 152,500 af/y, however this varies considerably based on water-year characteristics, and variations do not necessarily correlate to annual precipitation (Figure 9). 130,000 af of the contract is for municipal and industrial supply, and 22,500 af/y supports agriculture uses. Since 1992, total CVP imported supply has averaged just under 100,000 af/y, with an average of 114,700 af/y over the past five years.

3.3.3 SFPUC

The San Jose Water Company receives some of its imported water from Hetch Hetchy, delivered by the San Francisco Public Utilities Commission (SFPUC). The SCVWD does not control or administer this supply (SCVWD, 2005), and the supply is not used for groundwater recharge (though it is assumed that if the supply were reduced the individual retailers would offset the decrease with increased groundwater pumping). Figure 9 shows SFPUC deliveries between 1992 and 2009, which averaged just under 60,000 af/y during that period.

3.3.4 Semitropic Water Bank

SCVWD has an agreement with Semitropic Water Storage District (SWSD; located in the southern Central Valley), whereby SCVWD can divert 'excess' imported water in wet years to Semitropic to provide 'in lieu' recharge (direct irrigation supply to offset agricultural pumping). When 'banked' water is needed, SCVWD receives a portion of SWSD's SWP deliveries that is offset by SWSD by increased groundwater pumping in that basin. The current total storage agreement with SWSD is for 350,000 acre feet of water. As of 2005, SCVWD had a 'balance' of 283,000 acre feet (SCVWD, 2005). While the Semitropic Water Bank is not a direct supply of imported water, it essentially acts as out-of-basin storage for imported water supply.

3.4 Recycled Water

The South Bay Water Recycling Program SBWRP provides recycled water (treated wastewater) to a number of different users in Santa Clara County, including SJWC. (The City of San Jose

serves as the wholesaler for recycled water supply.) The water is used for irrigation and industrial uses to reduce potable water demand.

County-wide, approximately 15,200 af of recycled water was used in 2009 (SCVWD, 2010), and is projected to increase to about 31,000 af in 2030. Recycled water use in the County is currently limited by demand and the distribution system (i.e. there is more recycled water available than there is demand in areas that have access to it).

As of 2000, customers within the San Jose Water Company service area used about 1,100 af of recycled water, and use was projected to increase to 1,682 af by 2010 and 3,038 by 2030. The SJWC is currently preparing a Master Plan for their recycled water distribution system that will prioritize areas of expansion for the system.

4. WATER DEMAND

4.1 Project Water Demand

Table 1 outlines the estimated water demand for the individual elements of the proposed project. The following sections discuss the proposed sources of water to the project site.

4.1.1 Groundwater

Of the 561 acre feet of total annual water demand for the project, 429 acre-feet would be supplied by groundwater pumping from the existing (or replacement) well on-site (Table 1). This amount is intended for the 'production agriculture' (leased) portion of the project site, and will vary based on the type of crops used at the individual plots. Crops grown within the region include nursery crops, mushrooms, cut flowers, fruits, nuts, berries, vegetables and grains, none of which typically require more than 3 acre-feet of water per acre per year for irrigation. Thus, 3 af/acre/year was used to estimate the maximum amount of water that might be needed to supply irrigation water to the 143 acres of leased agricultural area, for a total of 429 af/y at full-production. Use of high-efficiency irrigation measures, and/or low water-use crops would reduce this demand. Table 2 lists the estimated 'production agricultural' irrigation demands over a 20-year period. The projection assumes that all agricultural leases will be active by 2015, though it is likely that these will be phased in more slowly.

The project overlies the 'forebay' portion of the Santa Clara subbasin (see section 3.2.1), and as such contributes natural recharge to the aquifer. Given that the majority of the site will remain as agricultural land (i.e. pervious), the site will continue to contribute natural recharge to the aquifer during the wet season[6]. Most of the agricultural irrigation will occur during the spring and summer months. While much of this water will be consumed by the crops and/or lost to evaporation, a portion of the water will re-infiltrate into the underlying soil, and continue to infiltrate to the water table. The California Department of Water Resources suggests that this 'leaching fraction' can be sustained at values as high as 20 percent for typical truck crops in moderately-permeable soils not affected by elevated water tables (which is consistent with the

[6] Water use by crops under future conditions is not likely to be significantly different than that under current conditions during the winter months.

condition and likely uses at the project site). Given the soil conditions at the site and the relatively shallow depth-to-water (approximately 10 to 25 feet), the excess irrigation water would likely return to the aquifer within one to two years. Thus, the net groundwater withdrawal for the project will likely be closer to 343 af/y. The leaching fraction would decrease with irrigation water conservation measures (not assumed as part of the irrigation projections), but if such practices were employed, total pumping would decline as well. As a conservative estimate, the WSA assumes a 15 percent leaching fraction, and thus assumes that net groundwater withdrawal will be 365 af/y[7].

4.1.2 SJWC

The remaining project water demand (132 acre-feet per year) would be provided by municipal water supply. The Martial Cottle Park site is located within the San Jose Water Company (SJWC) service area, and thus the SJWC would serve as the purveyor for this portion of the supply. This municipal water supply would be used for a number of different purposes at the project site, including: restrooms and drinking fountains at the Main Park Complex which includes a Visitor Center and day use areas and at the western use area; buffer and park landscape irrigation; demonstration gardens, agricultural research areas, a native plant nursery, and community gardens irrigation; youth agriculture program areas, a community-based urban forestry area, and a variety of other uses, as listed in Table 1.

The Draft Park Plan proposes a phased implementation schedule for the development of the Park improvements and facilities (see Section C, Phasing, of Chapter 5 in the Draft Park Plan; DCE, 2010). Phase 1 (between 2011 and 2019) would include improvements associated with park-wide circulation and access, park-wide utilities, park and recreation areas, leased agriculture areas, and cooperative management areas, whereas subsequent phases (Phase 2) would include improvements needed for the habitat enhancement areas, the native plant

[7] In order to provide a conservatively high estimate of water use, the WSA assumes that 'normal' irrigation practices will be used at the site, despite the fact that high-efficiency irrigation may be employed. For the purposes of this report, 'normal' irrigation practices are those traditional practices customarily used in estimating crop water use, and do not include drip systems, raised-beds or other water conservation strategies that may be used by leaseholders. Use of higher-efficiency irrigation systems would reduce the amount of water required for the crops (and, correspondingly, would reduce the 'leaching fraction'). The 'leaching fraction' was included in this analysis in acknowledgment of the fact that, in this setting, *net* water use for irrigation is somewhat less than *applied* water use for 'normal' irrigation practices.

nursery, the multi-use outdoor pavilion and the agricultural marketing program areas. Phase 2 would begin after 2019, and would be implemented over the course of 10 to 15 years. Because the Plan does not specify when improvements are scheduled within each Phase, all water uses are assumed in this WSA to commence at the beginning of the phase with which they are associated. (For example, all improvements within Phase 1 are assumed to be completed by 2015 for the purposes of this WSA, even though some improvements may actually be completed after 2015.) Table 2 lists the estimated SJWC water demand through 2030. The project demands included in this project should be considered maximum estimated demand, as all the Park Plan may not be implemented, or may not be fully implemented within the assumed Phase of the project.

4.1.3 Recycled water

As discussed in Section 3.3, recycled water (treated wastewater) is available for use in some portions of Santa Clara County. The closest recycled water line is approximately 1.2 miles north of the project site, and there are no plans to extend the recycled water system closer to the project within at least the next 10 years[8]. While recycled water could be used to satisfy some of the project water demand (landscape and buffer irrigation, toilet flushing, and potentially a portion of the leased agricultural irrigation—depending on crop type), extending the recycled water lines solely for this project is not economically feasible at this time. Therefore, recycled water is not currently planned for Martial Cottle Park. The Park will include water supply infrastructure that is 'double-plumbed' to allow for easier connection and supply to appropriate facilities located within non-agricultural use areas that do not result in potential public health and safety issues with the use of treated water, once recycled water supply is available in the vicinity[9]. If/when recycled water becomes available near the project site in the future the County will further assess the viability for use within the Park at that time.

4.1.4 Water use efficiency measures

[8] SJWC has indicated that they are currently developing a master plan for future recycled water extensions. Preliminary planning suggests that a line may be run near Capitol Expressway and Vista Park Drive, which would be less than one mile from the project site. This extension is currently listed as 'low priority' and if the project moves forward, it would not be until after 2020.

[9] 'Double-plumbing' will be especially critical within structures and in portions of the Project site that would be difficult or cost-prohibitive to retrofit for recycled water use.

The Park Plan includes several guidelines intended to meet the stated goal of "maximizing the efficiency of water usage" (DCE, 2010; pg. 101-102). These include:

HYDRO.1 Employ high-efficiency irrigation systems in agricultural, recreational and other areas of the Park requiring irrigation.

HYDRO.2 Minimize irrigation in non-agricultural areas through water conservation techniques.

HYDRO.3 Capture and filter water runoff from parking lots in the nonagricultural areas of the Park using bioswales and green infrastructure.

HYDRO.4 Reduce stormwater run-off by minimizing the amount of impermeable surfaces in the park and incorporating pervious surface treatments where feasible.[10]

These guidelines, along with water use policies in the Santa Clara County General Plan, will also be considered in the EIR process and may result in Project water use that is less than that projected in this WSA.

4.2 System-wide Water Demand

4.2.1 Santa Clara County

The SCVWD 2005 UWMP outlines the projected water demand for the County through 2030, based on population growth predictions compiled by ABAG (2005). Average water use by customer class (from the year 2000) was used to convert population growth to water demand increases by broad sector (residential, industrial, agriculture). Appendix E of the SCVWD 2005 UWMP describes the forecast methodology in detail. The SCVWD also assumes that continued conservation efforts over the course of the planning period will reduce the projected water demand by up to 14 percent by 2030 (relative to the year 2000 as a baseline). Table 3 shows the projected water demand for Santa Clara County over the 20-year planning period, with 2008

[10] In addition to providing stormwater quality treatment and runoff reduction, Guidelines HYDRO 3 and HYDRO 4 will provide for the infiltration of stormwater runoff, and thus support recharge of the underlying aquifer.

and 2009 water demand included for comparison. 2008 demand was similar to that projected for 2010; however 2009 demand was considerably less due to mandated water use restrictions enacted in the final year of the 2007-2009 drought. Over the planning period, county-wide water use is projected to increase by two to three percent until 2020, and by about five percent thereafter.

Given that the Project will obtain most of its agricultural water from pumping from the Santa Clara subbasin, the portion of county-wide demand projected for the Santa Clara subbasin is also included in Table 3. North-county demand is approximately 85 percent of county-wide demand, though the percentage decreases slightly through the 20-year planning period (due to variations in projected population growth in different areas of the County).

4.2.1.1 Agricultural demand

The SCVWD 2005 UWMP projected that agricultural demand within the County would remain constant through 2030. Annual agricultural demand for the 25-year planning period was estimated at 30,000 af/y, with less than 2,000 af in the North County area (assuming similar distribution to 2000 and 2004 demand).

4.2.2 San Jose Water Company

The SJWC 2005 UWMP provides estimates for system-wide water demand in five-year increments out to 2030, based on estimated 1.5 percent annual growth within the service area. The SJWC estimates that continued water conservation efforts will result in a three percent reduction in water demand every five years over the course of the planning period. By 2030, this would result in a demand decrease of 27,506 acre-feet over standard water-use projections. When factoring in conservation efforts, water demand is estimated to grow by about three to four percent over each five-year planning period (Table 4).

5. SUPPLY AND DEMAND COMPARISON

5.1 Santa Clara County

As discussed above in section 4.2.1.1, total agricultural water demand was not projected to increase in the SCVWD 2005 UWMP. Given that the Martial Cottle Park project was not an anticipated project in 2005, and that water use at the project site was minimal in 2000 (the base year used for projecting demands; see section 2.2.1), the WSA assumes that the proposed groundwater withdrawals to meet agricultural demands at the project site are in addition to those included in the 2005 UWMP. In addition to supply and demand comparisons for the county as a whole, the 2005 UWMP provides a projection water supply sources through 2030 by subbasin. However, this summary does not differentiate between surface and groundwater sources of water supply. Section 5.1.1, below, compares the proposed Martial Cottle Park groundwater pumping use to county-wide water supply/demand to assess potential additional constraints on a system-wide basis. Section 5.1.2 discusses the project groundwater pumping relative to constraints within Santa Clara subbasin. (See section 5.2 for discussion of portion of water to be supplied by SJWC.)

5.1.1 Total supply in Santa Clara County

The SCVWD analyzed past rainfall and water delivery trends to identify 'normal', 'dry', and 'multi-dry year' scenarios for planning assessment purposes. The SCVWD chose water year 1985 as a reference 'normal' year, as rainfall and imported water supplies were near average. 1977 was the driest year on-record (see Figure 3), and was chosen to represent a severe 'dry-year' scenario. The SCVWD used the 1987-1992 drought period to analyze potential water supply constraints during a 'multi-dry year' scenario.

5.1.1.1 Normal year

The SCVWD 2005 UWMP concluded that total water demand within the County could not be met under some scenarios without augmentation to the SCVWD's current water supplies. While supplies are currently able to meet demand during normal years, increased demand outpaces increased supply availability by 2025. Additional supplies and or conservation of up

to 31,000 acre-feet (in 2030) would be needed to meet demand at that time in order to prevent long-term decline of groundwater levels within the county[11].

Table 5 compares the projected groundwater pumping at the Martial Cottle Park site to the projected county-wide demand in a normal year. As discussed above, project demand is considered *in addition* to total demand. The table shows that normal year supply is available to meet total (UWMP plus Project) demand through 2020. After 2020, the project increases the water shortages by approximately 3 percent (by 2025) and 1 percent (by 2030). Thus, the project does not shift the demand insufficiencies across planning intervals, but it does slightly increase the needed supply increases in 2025 and beyond.

5.1.1.2 Dry year

The SCVWD 2005 UWMP concluded that single dry-year demand could be met with existing and projected supplies through the entire planning period, with supplemental groundwater withdrawals (temporary drawdown of the aquifer) offsetting the reduction in surface and imported water supplies expected during a dry year.

Table 6 compares the projected groundwater pumping at Martial Cottle Park to the projected county-wide demand in a single dry year. Additional net groundwater withdrawals of 365 acre-feet would be required to meet the 'with project' demand. This would be an approximate 0.25 percent (in 2015) to 0.2 percent (in 2030) increase in withdrawals from groundwater reserves over the planning period. See section 5.1.2 below for discussion of the significance of these withdrawals.

5.1.1.3 Multiple dry years

The SCVWD 2005 UWMP concluded that total water demand within the County could not be met under some scenarios without augmentation to SCVWD's current and projected water supplies. As in the dry year scenario, groundwater reserves would have to be withdrawn to meet demand in consecutive dry years. On an annualized basis, these withdrawals would be less than that required in a single dry year, but the more important impact is the cumulative

[11] As discussed in Section 2.2.3, the District's goal is to manage the aquifer(s) such that average, long-term withdrawals are less than managed and natural recharge. Thus, in an average or 'normal' year groundwater withdrawals should not exceed recharge.

effect of withdrawals in consecutive years. The UWMP concludes that supplies (including groundwater reserve withdrawals) would be sufficient to meet demand during a multi-year dry period within the 2010 through 2025 planning windows, but that aquifer withdrawals would be constrained (i.e., the potential for over-pumping of the aquifer) for a multi-year dry spell at the 2030 planning period. The SCVWD would require approximately 13,700 acre-feet (per year) of additional supply or conservation to meet UWMP demand projections in 2030 to supply reliable water during a worst-case, multi-year dry period. It is important to note that this required additional supply is an increase of less than 4 percent above the projected available supply in 2030 for multiple dry years (see Table 7). Additionally, projected demand during the 'multiple dry years' scenario is the same as the projection for normal years (i.e. drought-period conservation is not included in the demand projections).

As with the single dry-year scenario, pumping of the existing on-site well at the Park would increase the withdrawals from groundwater reserves during a multi-year dry period by 365 acre-feet (Table 7). Increases above those projected in the UWMP would be between 0.7 (2015) and 0.5 (2030) percent. While the increase is not significant for planning periods from 2015 to 2025 (see section 5.1.2 below), Project pumping would put additional demand constraints on the system in 2030, requiring an increase in additional needed supplies (per year) of about 2.7 percent (of 13,700 acre-feet; see paragraph above).

5.1.2 Groundwater pumping

The SCVWD (2005 UWMP) has identified that under a multi-year drought scenario, groundwater reserves would not be adequate to support demand during a repeat of the 1987-1992 drought occurred after 2025. Accumulated net losses from the Santa Clara (and other) subbasins would approach the limit of operational storage (350,000 af), and additional drawdown would likely induce increased land subsidence. The average annual net pumping during a 'multiple dry years' scenario can be no greater than 76,000 af (Table 7). As discussed above, the proposed Park would increase groundwater demand, and therefore the aquifer would reach a critical state earlier than without project pumping. Annual groundwater reserve usage during the 2025 planning interval is over 4,000 acre-feet less than the maximum allowable, and suggests that the limit would be reached only slightly earlier than without the project, well within the likely error of the analysis—especially at such a long-term planning interval.

The other important factor to consider is that groundwater pumping from the Santa Clara subbasin should not exceed 200,000 acre-feet in any single year. The 'dry' year scenario represents the greatest threat to exceeding this limit, as annual imported and surface supplies are most constrained during such a period. Since 1990, total pumping from the Santa Clara groundwater basin has averaged about 105,000 acre-feet per year, with a maximum of about 123,000 acre-feet. The total projected increase in demand within the Santa Clara subbasin between 2010 and 2030 is 51,000 acre-feet (Table 6). Even if this entire demand is met by additional groundwater pumping (an unlikely scenario given that much of the supplied water is treated surface or imported water), total annual pumping within the basin would not likely be more than 156,000 to 174,000 af/y. The additional 429 acre-feet of pumping at Martial Cottle Park would not increase pumping to a point where the 200,000 acre-feet pumping threshold would be in danger of being exceeded.

5.2 San Jose Water Company

The SJWC 2005 UWMP concluded that water supply would meet water demand under all analyzed scenarios (normal year, dry year, and multiple dry years; based on historic hydrology trends within the county) through 2030. Given that much of the SJWC water is either obtained directly or indirectly from SCVWD (purchased from the District or pumped from an aquifer managed by the District), the SJWC 2005 UWMP relies on long-term planning and modeling analyses contained within the SCVWD 2005 UWMP and additional investments outlined in the SCVWD 2003 IWRP. A number of water demand management measures are employed by SJWC to further promote and implement water conservation. These measures include public outreach/educational programs, water audit services, plumbing retrofits, system leak audits, high efficiency washing machine rebates, commercial/industrial conservation programs, and metering of all accounts. In addition, the SJWC has established a Water Shortage Contingency Plan, should hydrologic conditions outside the historical norms occur (see Appendix D to the SJWC 2005 UWMP).

While Martial Cottle Park was not specifically referenced in the SJWC 2005 UWMP, supplying water (132 af/y) in support of a park of this size is not inconsistent with the expected population growth and associated community facilities that would be expected to occur in conjunction with this population increase. Table 8 provides a comparison of the planned SJWC municipal water demand at Martial Cottle Park relative to the projected increases between 2010 and 2030 in the SJWC 2005 UWMP. Park water use would be no more than 1.1% of the increase in demand (and 0.073% of total demand) over the 20-year planning period, and would likely be

lower as full implementation of Phase 1 improvements by 2015 is unlikely. By 2030, the Park percentage of the demand increase is 0.3% and less than 0.07% of total demand (Table 8). Thus the project demand increases are small relative to total demand increases, and can be considered consistent with SJWC 2005 UWMP planning. The SJWC has issued a letter of support, stating that supply within their system is/will be available to meet the municipal water demand of the Park (Appendix A)[12].

5.3 Future Water supply

To satisfy demand past 2025, the SCVWD recognized that additional supply would be needed. The UWMP (2005) outlined a number of programs to pursue to obtain this supply, including:

- maintaining and expanding water conservation efforts
- investing in additional groundwater recharge capacity
- continued protection of groundwater subbasins
- additional expansion of recycled water use
- maintaining local water rights
- protecting imported water supplies by resolving contract and policy issues

Since 2005, the SCVWD has continued work toward expansion of recycled water use and securing imported water supply reliability. Planning has commenced for various capital improvement projects to improve supply reliability. The forthcoming 2010 UWMP, as well as the Water Supply and Infrastructure Master Plan (anticipated in 2012) will continue water supply and infrastructure planning, and adjust and prioritize water supply augmentation strategies, investments, and schedules[13].

Given the slight increases in demand over those projected in 2005 as a result of the project, the fact that these increases will likely be included in the planning projections for the 2010 UWMP, and the continued efforts of the SCVWD to properly manage the subbasin and maintain reliable

[12] The SJWC letter cites slightly lower water demand projections for the Park (123 af versus 132 af). The WSA uses more recent (higher) estimates for the analysis, as shown in Table 1.
[13] Personal communication from Colleen Haggerty, SCVWD Associate Civil Engineer, June 24, 2010.

water supply, the WSA concludes that the additional shortfalls in supply past 2025 as a result of the project can be met by the SCVWD. As that timeframe approaches, the potential for some of the water use at the project site to be offset by recycled water is more likely. In addition, the above water use projections for the Project are considered 'upper-bound' estimates, and actual water use may be considerably less. Additional opportunities may be available at that time for further coordination with the SCVWD on drought management measures as well.

6. REFERENCES

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TABLES

Table 1. Estimated water demand for the proposed Martial Cottle Park, San Jose, California.

Irrigation Demand			
Category	Size or Quantity	Water Demand (AF/Year/Acre)	Water Demand (total AF/Yr)
Production Agriculture	143.0	3.0	429.0
Perimeter Buffer	22.6	1.0	22.6
Grassy Park	15.7	4.0	62.8
Youth Agriculture- Irrigated Gardens/ Crops	2.9	2.0	5.7
Demonstration Gardens	1.8	1.5	2.6
Research	4.0	3.0	12.0
Community Gardens	1.8	2.0	3.5
OCF- Cultivation Rows and Native Plant Garden	0.9	2.0	1.7
Native Plant Nursery	2.0	2.0	4.0
Subtotal AF/Year			**544.01**
Subtotal Gal/Year			**177,264,808.95**
Other Water Usage			
	SF	Annual Gal/SF	Water Demand (Ga/Yearl)
Restrooms at Visitor Center and Western Use Area	NA		403,322
Drinking Fountains	NA		10,548
Visitor Pavilion- Catering Kitchen	600	52	31,200
Caretakers Residence	1,200	NA	91,250
Corp Yard (Park)	3,000	15	45,000
Corp Yard (Ag)	6,000	15	90,000
Café- kitchen	2,000	36.5	73,000
Produce Stand-washing	1,500	36.5	54,750
Packaging/Processing/Storage	6,000	15	90,000
Youth Ag- Shade and Green Houses	4,800	8	38,400
Youth Ag- Storage	1,200	4	4,800
Youth Ag- Kitchen, Classrooms, Restrooms	10,000	7.8	78,000
Youth Agriculture- Animal Husbandry and Eq. Area	131,000	23	3,013,000
Youth Agriculture- Equestrian Day Use Area	65,000	23	1,495,000
OCF- Tool, material and Vehicle Storage	9,300	8	74,400
OCF- Shade and Green Houses	3,900	8	31,200
OCF- Classroom/Restrooms	2,700	7.8	21,060
Research- Structures	1,000	4	4,000
Demo Gardens- Buildings	1,000	4	4,000
Community Gardens- Buildings	1,000	4	4,000
Native Plant Nursery- Structures	1,000	4	4,000
Subtotal Gal/Year			**5,660,930**
Subtotal AF/Year			**17**
TOTAL ANNUAL WATER CONSUMPTION (gal)			**182,925,739**
TOTAL ANNUAL WATER CONSUMPTION (AF)			**561**

Source: DCE, 2010 (6/7/2010 version)

Precision beyond two significant figures is solely an artifact of computations

Table 2. Projected water demand for the Martial Cottle Park project, 2010-2030. 'Agricultural pumping' includes on-site pumping for the leased agricultural portion of the project. 'Other water use' will be supplied by SJWC. See Table 1 for summary of projected water use categories.

	2010 (acre-feet)	2015 (acre-feet)	2020 (acre-feet)	2025 (acre-feet)	2030 (acre-feet)
Agricultural pumping	0	429	429	429	429
return percolation to aquifer[1]	*0*	*-64*	*-64*	*-64*	*-64*
Other water uses	0	128	132	132	132
percolation to aquifer[1]	*0*	*-14*	*-14*	*-14*	*-14*
Total Park water demand	**0**	**479**	**483**	**483**	**483**

[1] Percolation to aquifer is estimated at 15% of estimated irrigation uses.

Table 3. Demand projections for Santa Clara County and the Santa Clara groundwater subbasin (Zone 2), 2010-2030. Actual demand for water years 2008 and 2009 is included for comparison.

	2008	2009[2]	2010	2015	2020	2025	2030
	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)
County-wide demand[1]	382,610	352,000	382,700	395,900	405,400	425,800	448,200
demand for Santa Clara subbasin	n/a	n/a	325,200	334,900	342,900	358,800	376,800
Santa Clara subbasin demand as a percent of total	**--**	**--**	**85.0%**	**84.6%**	**84.6%**	**84.3%**	**84.1%**

[1] Demand for 2008 and 2009 from the 2010 PAWS report; projections for 2010 through 2030 from the SCVWD 2005 UWMP.

[2] Reduction in demand in 2009 is a response to Board-mandated water conservation during the third year of a drought. Total water demand for Santa Clara County was reduced by 17 percent (relative to 2000 and adjusted for population growth)

Table 4. Demand projections for the San Jose Water Company service area, 2010-2030. Actual supply for water year 2000 is included for comparison.

		2000	2010	2015	2020	2025	2030
		(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)
SJWC demand (including conservation)[1]		*154,954*	158,783	165,278	172,795	178,577	183,958

[1] Demand for 2000 is the actual water supply as listed in the SJWC 2005 UWMP; projections for 2010 through 2030 from the SJWC 2005 UWMP.

[2] Table assumes additional conservation of 4,886 af in 2010, 10,098 af in 2015, 15,679 af in 2020, 21,260 af in 2025, and 27,506 af in 2030; projected conservation is that realized in excess of levels already established by 2005.

Table 5. Supply and demand comparison for Santa Clara County, 2010-2030, normal year scenario.

	2009[1]	2010	2015	2020	2025	2030
	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)
Supply	352,000	394,300	402,800	408,900	413,600	417,100
Demand	352,000	382,700	395,900	405,400	425,800	448,200
Difference[2]	--	**11,600**	**6,900**	**3,500**	**-12,200**	**-31,100**
Groundwater demand for Martial Cottle Park[3]	0	0	365	365	365	365
Difference (including Park)	**--**	**11,600**	**6,535**	**3,135**	**-12,565**	**-31,465**

[1] 2009 supply/demand is provided for comparison purposes, and is summarized from the 2010 PAWS report.

[2] Supply minus demand. Positive numbers indicate excess supply. Negative numbers indicate that water would need to be withdrawn from reserve supply (i.e. local groundwater storage or Semitropic groundwater bank).

[3] Project demand includes only on-site groundwater pumping. Demand does not include adjustment for potential supplemental recycled water use, which will be evaluated if/when the supply becomes available at the project site, but would likley not be before 2020. See section 5.2 for discussion of SJWC water demands.

Table 6. Supply and demand comparison for Santa Clara County, 2010-2030, 'dry year' scenario.

	2009[1]	2010	2015	2020	2025	2030
	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)
Supply[2]	352,000	241,400	248,300	253,300	257,700	262,000
Groundwater reserves[3]	*n/a*	141,300	147,600	152,100	168,100	186,100
Demand	352,000	382,700	395,900	405,400	425,800	448,200
Difference[4]	--	**0**	**0**	**0**	**0**	**-100**
Groundwater demand for Martial Cottle Park[5]	--	0	365	365	365	365
Difference (including Park)	--	**0**	**-365**	**-365**	**-365**	**-465**

[1] 2009 supply/demand is provided for comparison purposes, and is summarized from the 2010 PAWS report.

[2] Includes withdrawals from Semitropic water bank.

[3] Withdrawals in excess of recharge from local groundwater subbasins.

[4] Supply minus demand. Positive numbers indicate excess supply. Negative numbers indicate that water would need to be withdrawn from reserve supply (i.e. local groundwater storage or Semitropic groundwater bank). Numbers have been rounded to the nearest 100; differences of -100 are artifacts of rounding and should be considered negligible.

[5] Project demand includes only on-site groundwater pumping. Demands do not include adjustment for potential supplemental recycled water use, which will be evaluated if/when the supply becomes available at the project site, but would likley not be before 2020. See section 5.2 for discussion of SJWC water demands.

Table 7. Supply and demand comparison for Santa Clara County, 2010-2030, 'multiple dry years' scenario[1].

	2009[2]	2010	2015	2020	2025	2030
	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)	(acre-feet)
Supply[3]	352,000	337,400	344,400	349,600	354,000	358,500
Groundwater reserves[4]	*n/a*	45,200	51,400	55,700	71,800	76,000
Demand	352,000	382,700	395,900	405,400	425,800	448,200
Difference[5]	--	**-100**	**-100**	**-100**	**0**	**-13,700**
Groundwater demand for Martial Cottle Park[6]	--	0	365	365	365	365
Difference (including Park)	--	**-100**	**-465**	**-465**	**-365**	**-14,065**

[1] Supply/demand numbers represent average annual supply/demand over a multiple dry year period, similar to that experienced from 1987-1992.

[2] 2009 supply/demand is provided for comparison purposes, and is summarized from the 2010 PAWS report.

[3] Includes withdrawals from Semitropic water bank

[4] Withdrawals in excess of recharge from local groundwater subbasins

[5] Supply minus demand. Positive numbers indicate excess supply. Negative numbers indicate that water would need to be withdrawn from reserve supply (i.e. local groundwater storage or Semitropic groundwater bank). Numbers have been rounded to the nearest 100; differences of -100 are artifacts of rounding and should be considered negligible.

[6] Project demand includes only on-site groundwater pumping. Demands do not include adjustment for potential supplemental recycled water use, which will be evaluated if/when the supply becomes available at the project site, but would likley not be before 2020. See section 5.2 for discussion of SJWC water demands.

Table 8. Supply and demand comparison for SJWC, 2010-2030.

Supply and demand numbers are from the SJWC 2005 UWMP. Proposed water use for Martial Cottle Park is assumed to be consistent with projected demand increases (as discussed in Section 5.2), and are listed here as a subset of total demand for comparison purposes.

	2000[1] (acre-feet)	2010 (acre-feet)	2015 (acre-feet)	2020 (acre-feet)	2025 (acre-feet)	2030 (acre-feet)
Supply totals	*154,954*	163,669	175,377	188,474	199,837	211,464
Demand totals	*154,954*	163,669	175,377	188,474	199,837	211,464
Martial Cottle Park demand (included in the above total)	*0*	*0*	*128*	*132*	*132*	*132*
Increase in total demand (relative to 2010)	**--**	**--**	**11,708**	**24,805**	**36,168**	**47,795**
Martial Cottle Park demand as a percentage of total increase in demand	**--**	--	**1.1%**	**0.5%**	**0.4%**	**0.3%**
Martial Cottle Park demand as a percentage of total water demand	**--**	--	**0.073%**	**0.070%**	**0.066%**	**0.062%**

[1] 2000 supply/demand is provided for comparison purposes; as listed in the SJWC 2005 UWMP

FIGURES

Reproduced from Figure 3-1 in the Martial Cottle DEIR (DCE, 2010)

Figure 1. Location of the proposed Martial Cottle Park, San Jose, California.

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Reproduced from Figure 3-3 in the Martial Cottle DEIR (DCE, 2010)

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Figure 2. Conceptual Master Plan, Martial Cottle Park, San Jose, California. The white, square area at the southeastern portion of the property (south of the main entrance) is the 'Life Estate' area of the property and is not included as part of the proposed project.

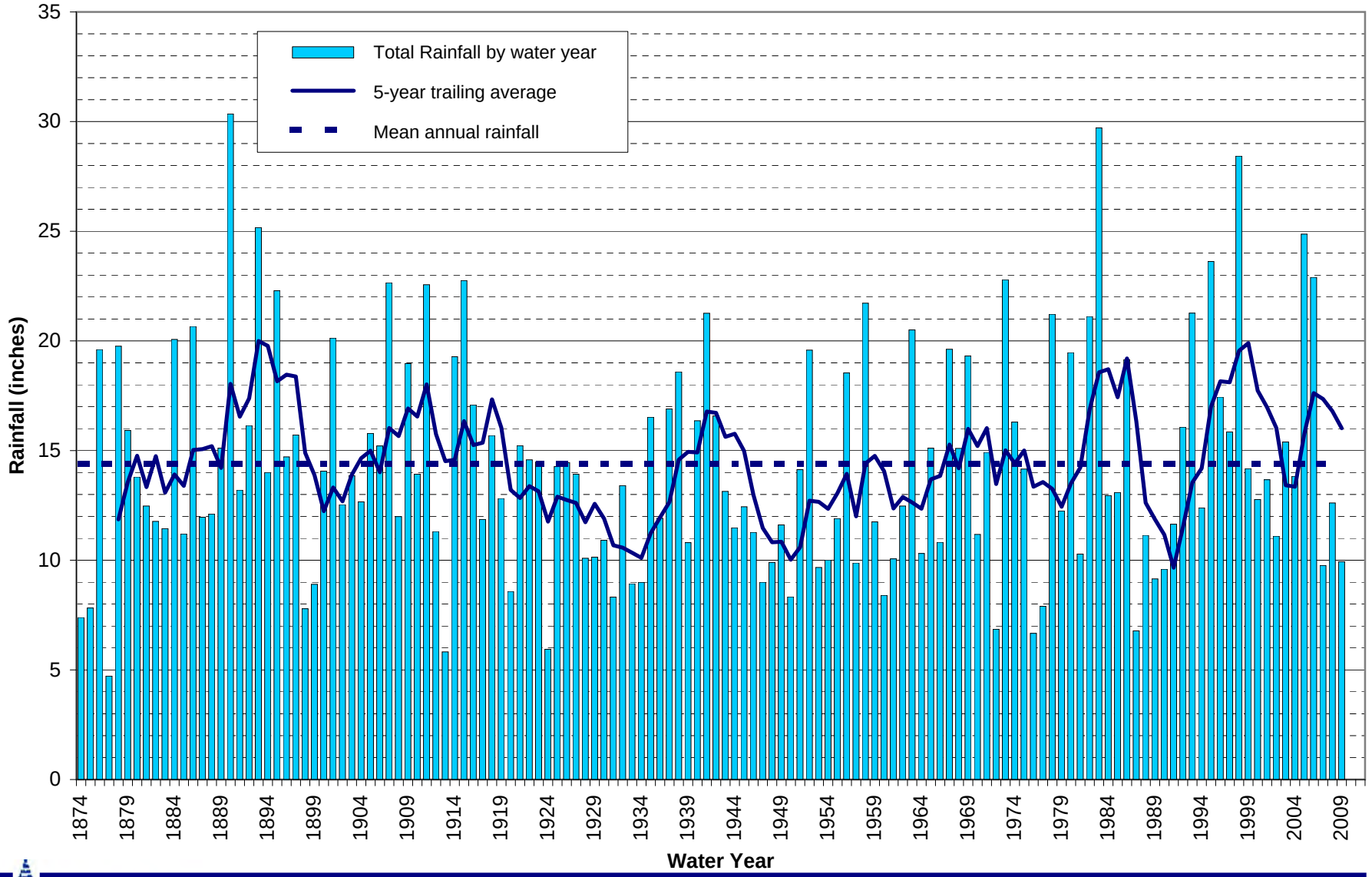

Figure 3. Annual precipitation, by water year, at San Jose, California. Precipitation has varied between about 5 and 30 inches at this location. The period from water year 1987-1992 was the worst 5-year drought in the record. Water years 1976 and 1977 were also very dry, with *calendar* year 1977 being the dryest on record (SCVWD, 2005). Data downloaded from the National Climatic Data Center (NCDC) website.

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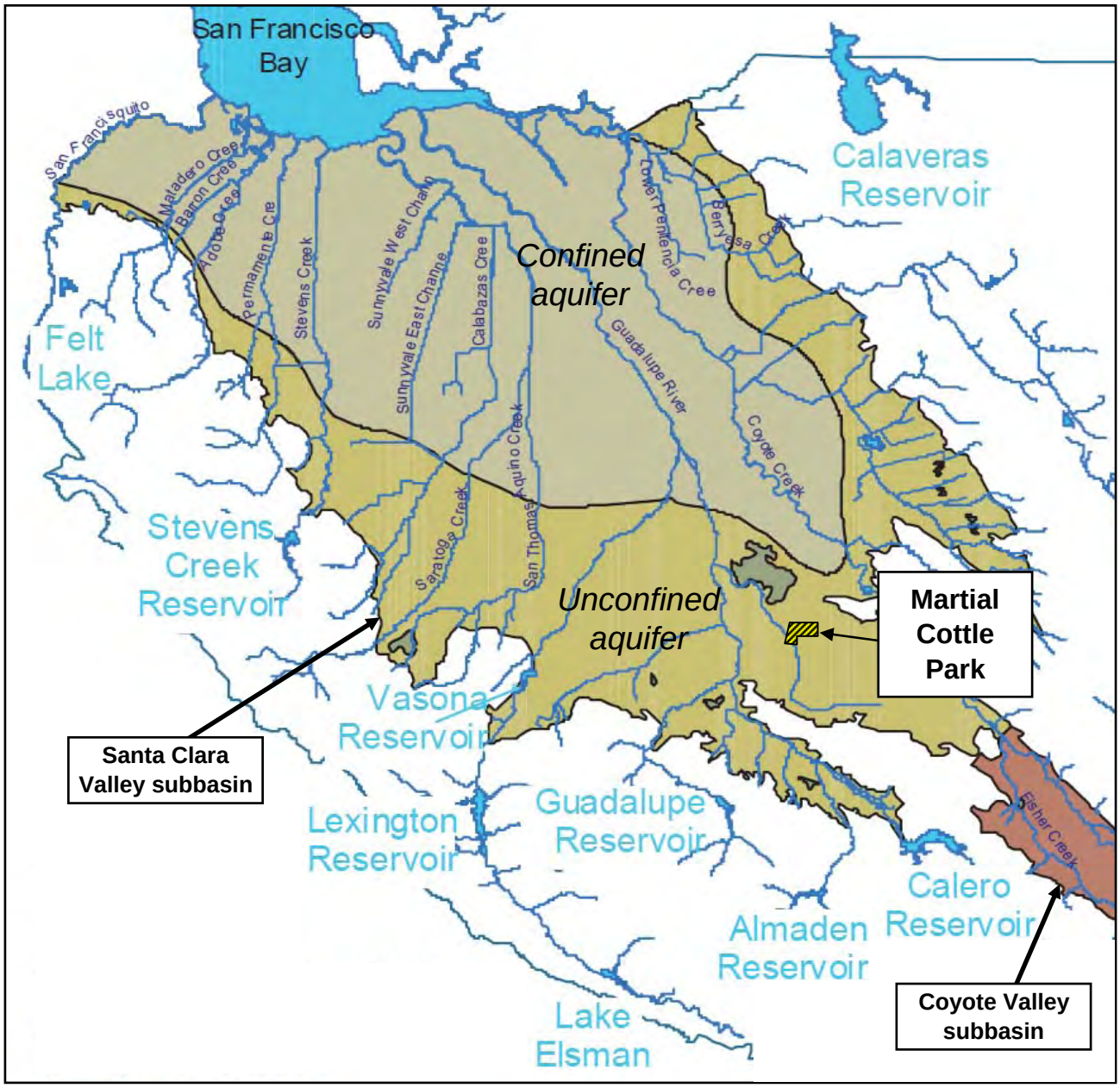

Basemap reproduced from Figure 3-5 in: SCVWD 2005 UWMP

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Figure 4. Map of the Santa Clara Valley groundwater subbasin and surface water reservoirs. Martial Cottle Park overlies the unconfined, or 'forebay', portion of the aquifer.

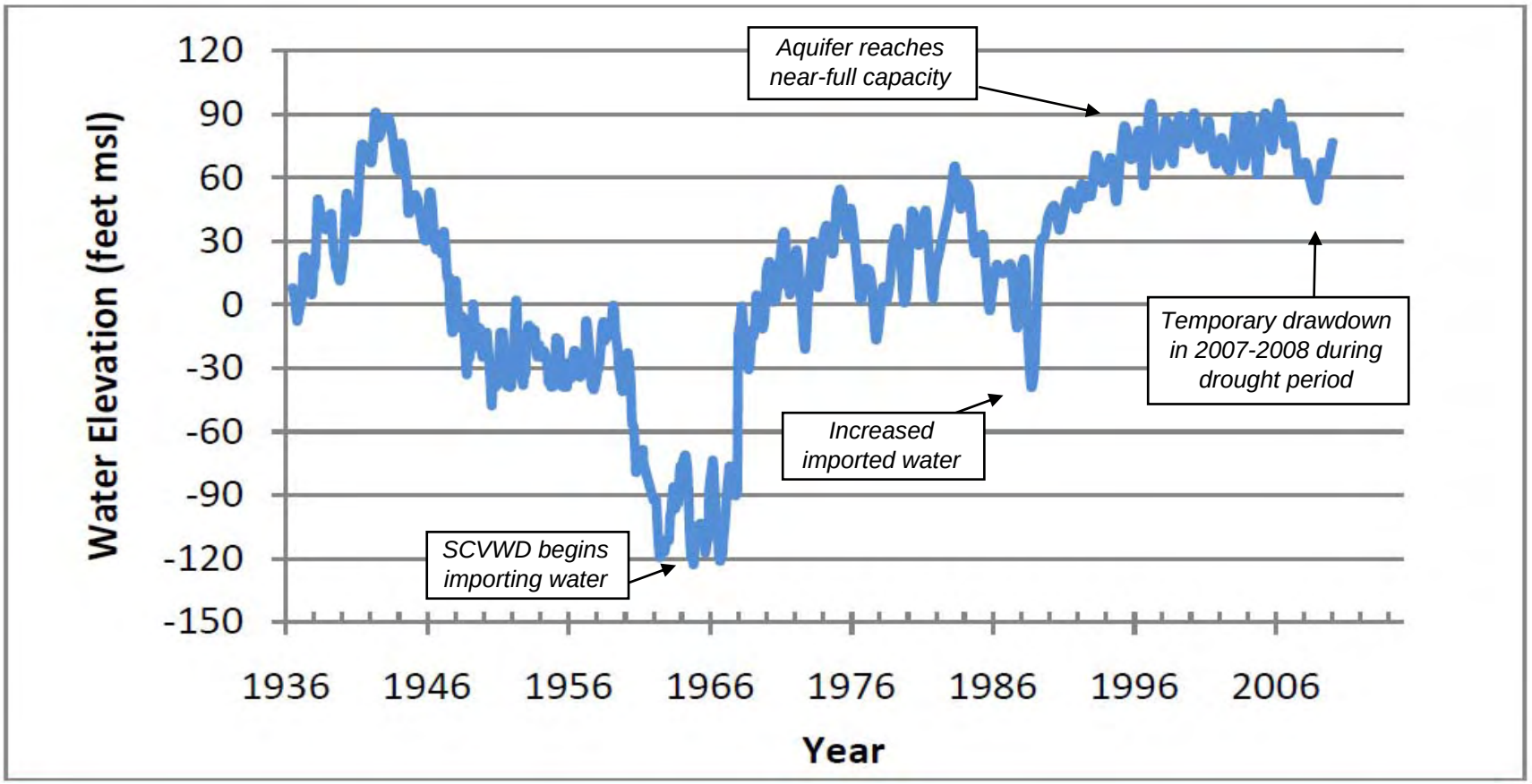

Chart reproduced from Figure 1-2.1 in: SCVWD, 2010 (PAWS report)

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Figure 5. Groundwater elevation in the Santa Clara Valley subbasin, 1935-2010. Graph shows water level at index well 07S01W25L001. Note the partial recovery of water levels in 2009, despite a continuation of the 2007-2008 dry period, and continued recovery in the early part of 2010.

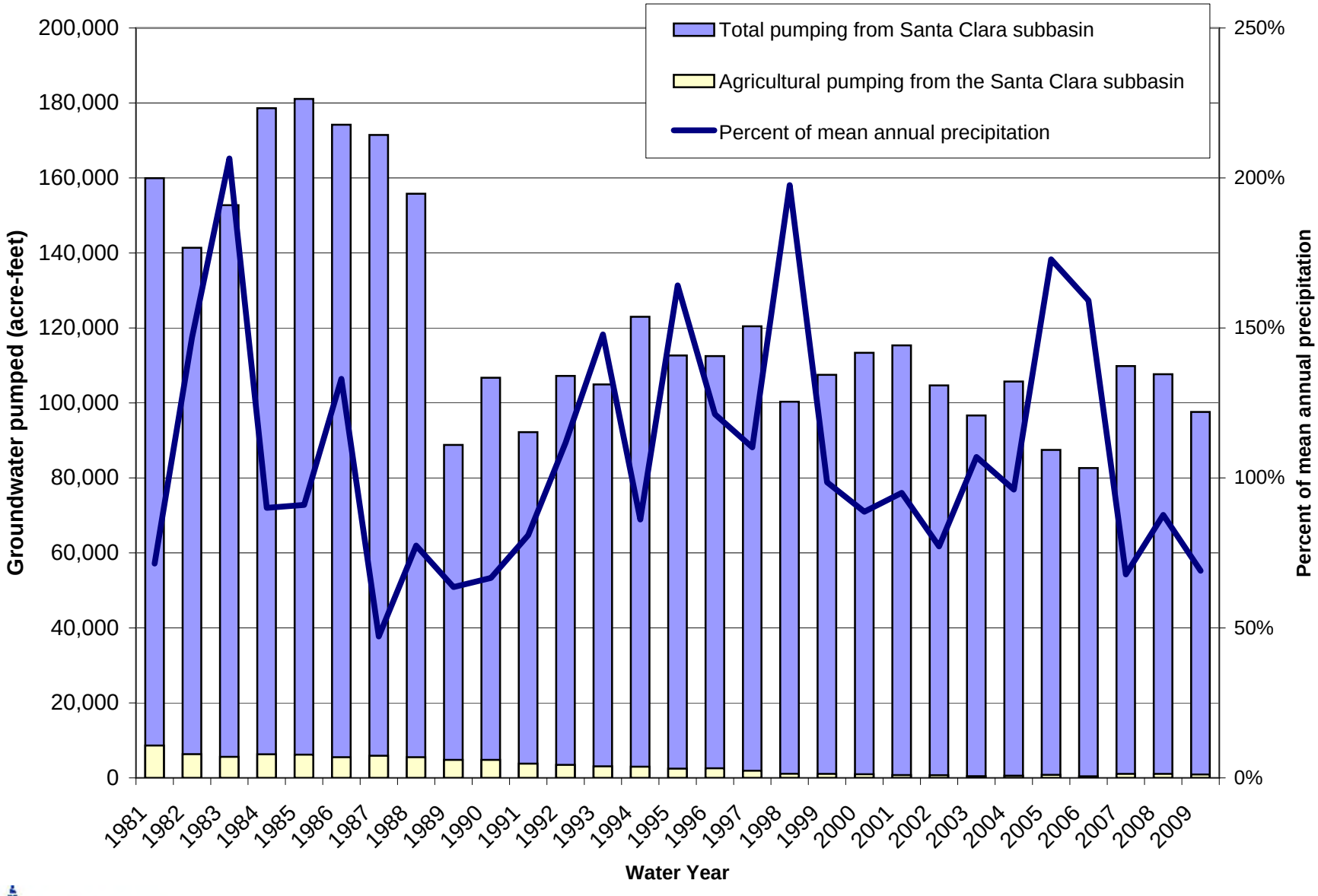

Figure 6. Groundwater pumping in the Santa Clara Valley subbasin, 1981-2009. Note that pumping decreased significantly after 1988 due to increased availability of imported water and as a result of water conservation efforts enacted during the drought. Since that time, pumping has fluctuated in response to varying climatic trends, but has remained well below that of the early 1980s.

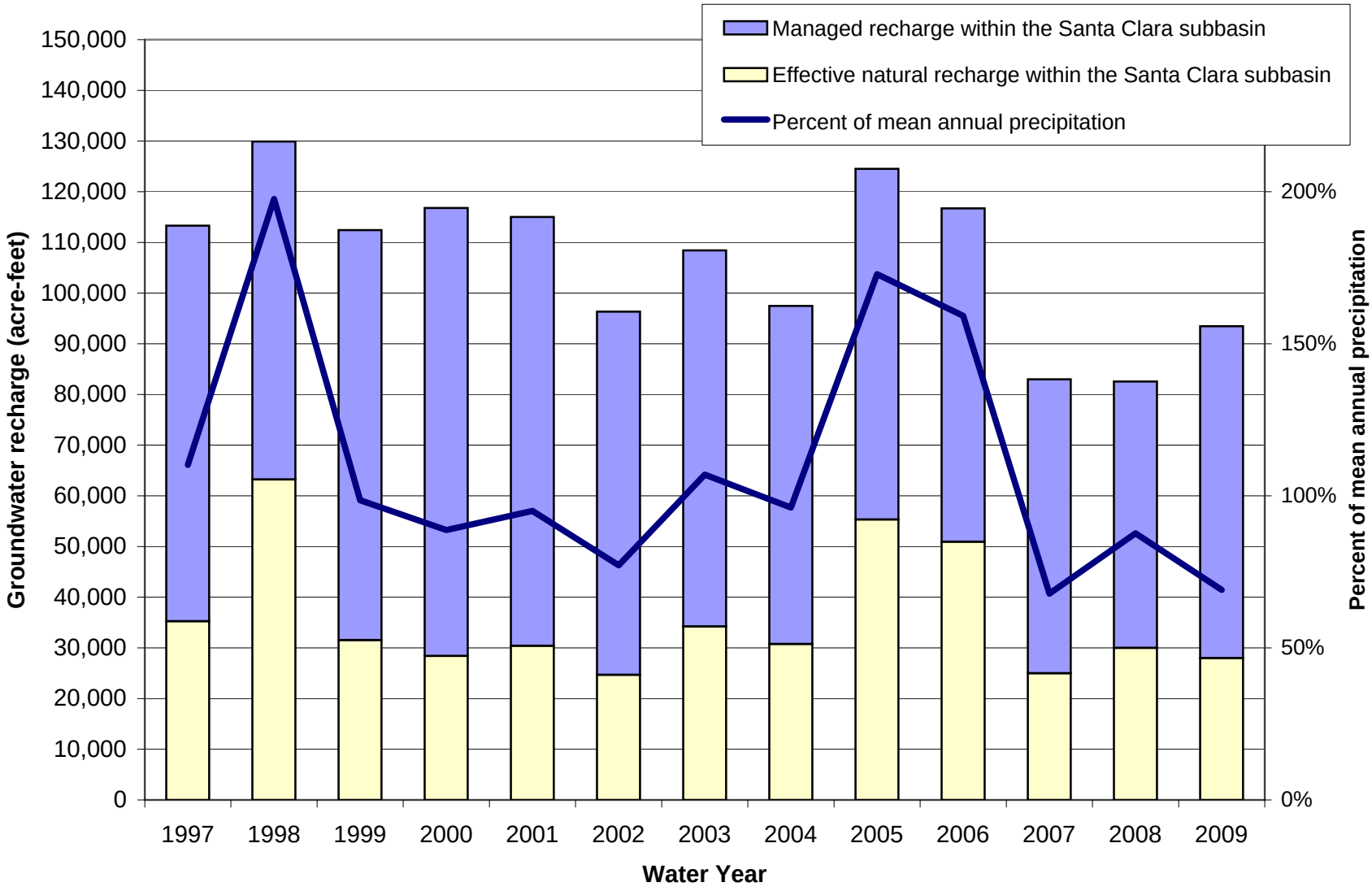

Figure 7. Managed and natural groundwater recharge to the Santa Clara Valley subbasin, 1997-2009. Note that recharge has been less than average since 2006 due to dry conditions. Managed recharge numbers as reported in the 2010 PAWS report (SCVWD, 2010). Effective natural recharge for 2007-2009 as reported by SCVWD (personal communication); all other years estimated by multiplying the 'normal year' natural recharge (SCVWD, 2005 UWMP) by the percent of mean annual precipitation.

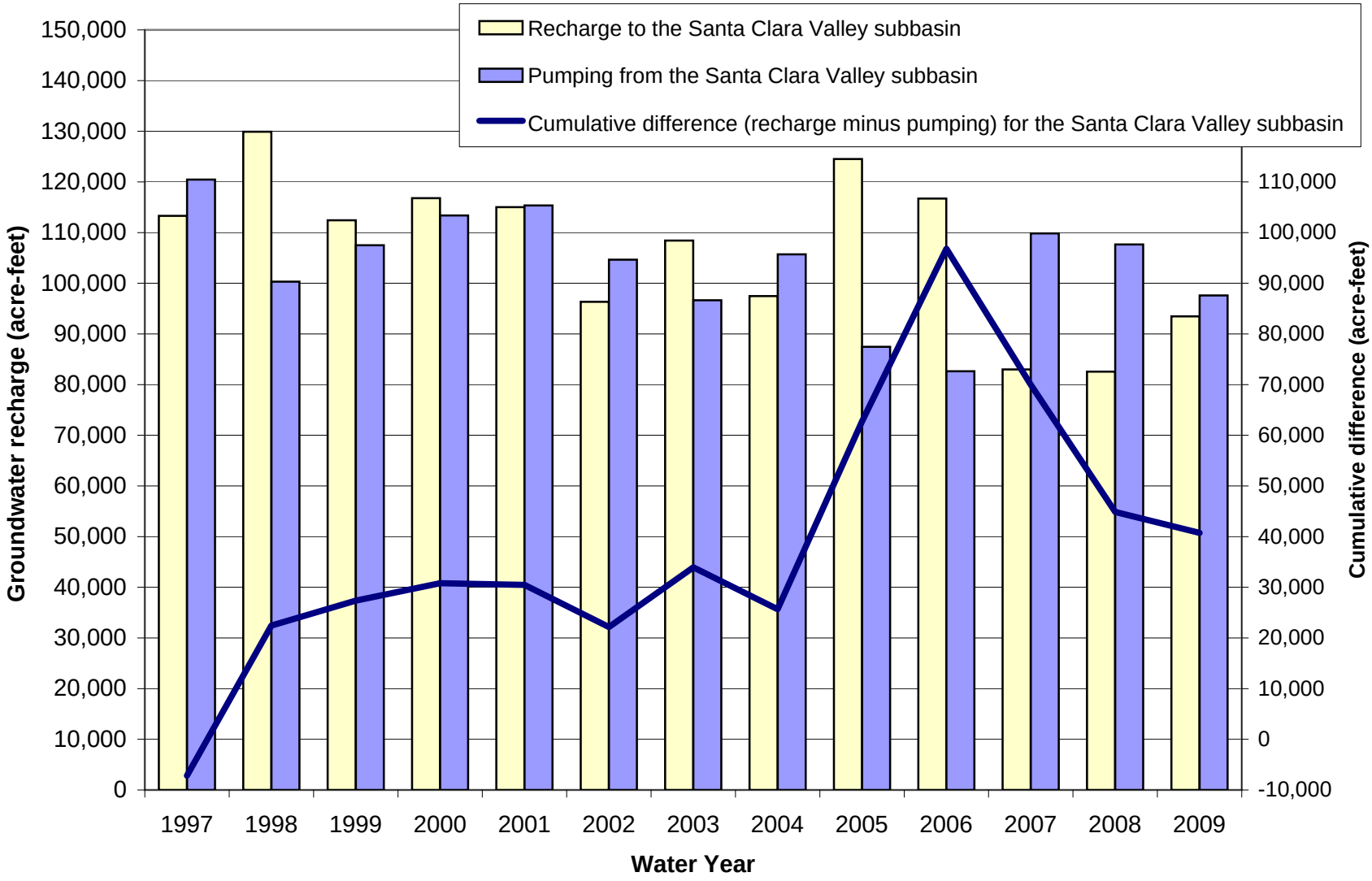

Figure 8. Comparison of recharge and pumping, Santa Clara Valley groundwater subbasin, 1997-2009. Note that total recharge equaled or exceeded pumping in just over half of the 13 years shown, and that the wet years of 1998, 2005, and 2006, were especially critical recharge years. Effective natural recharge for 2007-2009 as reported by SCVWD (personal communication); all other years estimated by multiplying the 'normal year' recharge (SCVWD 2005 UWMP) by the percent of mean annual precipitation.

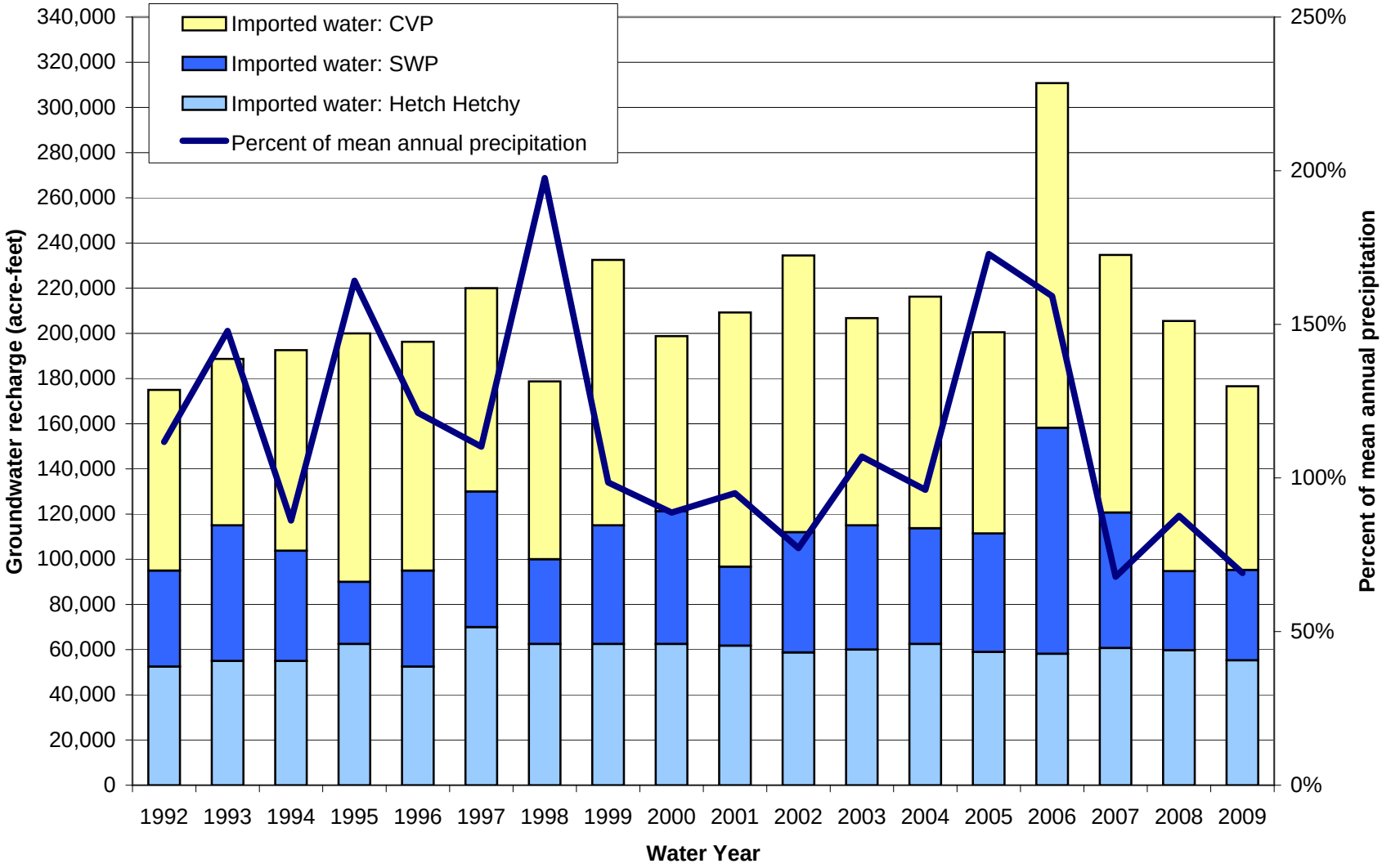

Figure 9. Total imported water for Santa Clara County (all subbasins), 1997-2009. Many factors affect the amount of imported water received in a given year, and, in fact, annual precipitation is a poor predictor of water imports. Note, however, the steady decrese in total imported water through the three-year drought of 2007-2009.

APPENDICES

APPENDIX A

Water Supply Assessment Letter from the San Jose Water Company Addressing Martial Cottle Park Water Supply

San Jose
Water
Company

110 W. Taylor Street
San Jose, CA 95110-2131

July 15, 2010

Jane Mark
Senior Planner
County of Santa Clara
Parks and Recreation
298 Garden Hill Drive
Los Gatos, CA 95031

Reference: Water Supply Assessment (WSA) input for Martial Cottle Park

Dear Jane:

Based on our conversations with you, we understand that a Water Supply Assessment is being drafted by your consultant for the new Martial Cottle Park. According to the information that you provided us, the project will use a total of 561 acre-feet per year (AFY) of water, with 429 AFY being provided from wells on the property for predominantly agricultural uses, and 132 AFY from San Jose Water Company (SJWC) for predominantly domestic usage.

The quantity of water projected to be supplied by San Jose Water Company is well below the threshold for SJWC to perform a WSA, however we have studied the project and are confident that our system has the capacity to easily absorb this water demand growth to our system and is essentially included in the growth projections of SJWC's 2005 Urban Water Management Plan. SJWC should be able to adequately supply the Martial Cottle Park Project without any additional source of supply or system operation changes.

If you have any questions, call me at (408) 279-7861.

Sincerely,

William Tuttle, P.E.
Director of Engineering
Water Services and Planning

APPENDIX H

NOISE

TABLE Existing-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/14/2010
ROADWAY SEGMENT: Branham Lane - Vista Park Drive to Safeway entrance
NOTES: Martial Cottle Park - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17600 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	83.9	179.2	385.4

TABLE Existing-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/14/2010
ROADWAY SEGMENT: Branham Lane - Safeway entrance to Snell Avenue
NOTES: Martial Cottle Park - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16000 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	78.8	168.2	361.7

TABLE Existing-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/14/2010
ROADWAY SEGMENT: Snell Avenue - Branham Lane to Chynoweth Avenue
NOTES: Martial Cottle Park - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21900 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	97.7	207.5	445.7

TABLE Existing-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/14/2010
ROADWAY SEGMENT: State Route 85 - north of Blossom Hill Road
NOTES: Martial Cottle Park - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 138000 SPEED (MPH): 65 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 75 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
349.0	738.0	1583.1	3407.0

TABLE Background-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/14/2010
ROADWAY SEGMENT: Branham Lane - Vista Park Drive to Safeway entrance
NOTES: Martial Cottle Park - Background

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17600 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	83.9	179.2	385.4

TABLE Background-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/14/2010
ROADWAY SEGMENT: Branham Lane - Safeway entrance to Snell Avenue
NOTES: Martial Cottle Park - Background

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16000 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	78.8	168.2	361.7

TABLE Background-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/14/2010
ROADWAY SEGMENT: Snell Avenue - Branham Lane to Chynoweth Avenue
NOTES: Martial Cottle Park - Background

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21900 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	102.4	209.5	446.1

TABLE Background-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/14/2010
ROADWAY SEGMENT: State Route 85 - north of Blossom Hill Road
NOTES: Martial Cottle Park - Background

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 138000 SPEED (MPH): 65 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 75 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
349.0	738.0	1583.1	3407.0

TABLE Background Plus Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/14/2010
ROADWAY SEGMENT: Branham Lane - Vista Park Drive to Safeway entrance
NOTES: Martial Cottle Park - Background Plus Project

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27400 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
53.1	112.1	240.5	517.4

TABLE Background Plus Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/14/2010
ROADWAY SEGMENT: Branham Lane - Safeway entrance to Snell Avenue
NOTES: Martial Cottle Park - Background Plus Project

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16800 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	81.4	173.8	373.6

TABLE Background Plus Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/14/2010
ROADWAY SEGMENT: Snell Avenue - Branham Lane to Chynoweth Avenue
NOTES: Martial Cottle Park - Background Plus Project

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23400 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	106.4	218.7	466.1

TABLE Background Plus Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/14/2010
ROADWAY SEGMENT: State Route 85 - north of Blossom Hill Road
NOTES: Martial Cottle Park - Background Plus Project

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 138000 SPEED (MPH): 65 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 75 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 77.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
349.0	738.0	1583.1	3407.0

APPENDIX I

MARTIAL COTTLE PARK MASTER PLAN TRANSPORTATION IMPACT ANALYSIS

Martial Cottle Park
Master Plan

Transportation Impact Analysis

Prepared for:

Design, Community, & Environment

Prepared by:

HEXAGON TRANSPORTATION CONSULTANTS, INC.

June 2, 2009

08MW06
MW

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Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed Martial Cottle Park located on the northwest corner of Snell Avenue and Chynoweth Avenue in San Jose, California. The report documents the impacts to the surrounding transportation system that are associated with developing the proposed project.

The Santa Clara County Parks and Recreation Department are planning the park in cooperation with the California State Parks Planning Division. The proposed development is envisioned as a historic agricultural park that could include such uses as a historic farm, visitor center, picnic areas, production agriculture, a farmer's market, a produce stand (existing), and multi-use trails. Currently, the 288-acre site is mostly undeveloped. Access to the site would be provided via a main entrance on Snell Avenue with service and emergency access roads along Chynoweth Avenue and Branham Lane.

Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed project. The potential impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

The study includes an analysis of AM and PM peak-hour traffic conditions for 38 signalized intersections and 10 directional freeway segments. The study intersections were selected based upon the estimated number of project trips through the intersection (10 or more trips per lane per hour).

Traffic conditions at all of the study intersections and study freeway segments were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday. Additionally, Saturday peak-hour traffic conditions were analyzed for eight selected major intersections in the immediate vicinity

of the project site. The study also includes an operations analysis, based on vehicle-storage requirements at select intersections.

Project Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses, there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. However, the proposed park will consist of land uses that are atypical of common parks. Therefore, documented trip generation data provided for common parks were investigated and found to be inapplicable to the proposed project and not used to estimate trips for the proposed project.

Thus, the trip estimates for the proposed project were developed based upon land use assumptions and visitor data provided by County Parks' staff. The visitor data was then converted into vehicular trips based on assumptions for mode split, time of arrival/departure, and vehicle occupancy rates. The vehicular conversion assumptions were based on engineering judgment by Hexagon staff.

Driveway and vehicle occupancy counts were conducted at a comparable existing park for the purpose of providing support for the use of the estimated trip generation based upon the proposed park usage. The counts were conducted at Ardenwood Park in Fremont, California in April 2009. The data collected indicated much lower trip generation characteristics than those estimated based upon the proposed park usage. Therefore, as a conservative approach, the analysis presented within this report utilizes trip estimates for the proposed project developed using land use assumptions and visitor data provided by County Parks' staff.

Based on land use and visitor assumptions, it is estimated that the proposed project would generate 278 AM peak-hour trips (247 inbound trips and 31 outbound trips) and 266 PM peak-hour trips (114 inbound trips and 152 outbound trips).

Project Impacts

Intersection Level of Service Impacts

The intersection level of service is summarized in Table ES 1. The results of the intersection level of service analysis under project conditions show that no study intersections would be impacted by the project according to City of San Jose and the Congestion Management Program (CMP) of the Santa Clara Valley Transportation Authority (VTA) level of service standards.

Freeway Segment Impacts

The freeway segment level of service analysis is summarized in Table ES 2. The results of the freeway segment level of service analysis show that the project traffic would constitute less than one percent of freeway capacity and would not cause an impact on any of the study segments according to the CMP criteria for significant impacts on freeways.

Other Transportation Issues

Site Access

A main entrance along Snell Avenue will serve the project site with service and emergency access roads along Chynoweth Avenue and Branham Lane. Operations analysis was completed to evaluate the effects on roadway operations due to the park entrance. The operations analysis consists of signal warrant checks, vehicle queue analysis, and signalized intersection level of service at the Branham Lane and Chynoweth Avenue intersections along Snell Avenue since they would be most effected by the design of the Snell Avenue park entrance.

Full Buildout Conditions

Ultimately, under buildout conditions of the park, a main project entrance would be located at the entrance to the Life Estate just south of Obert Drive. But, an interim park entrance will need to be located elsewhere until control of the Life Estate is obtained. The exact location of a potential interim entrance along Snell Avenue has yet to be determined, but options are somewhat limited by the spacing of existing intersections along Snell Avenue. It would be preferable to align the project entrance with an opposing street, Rue Paris or Kehoe Court, on the east side of Snell Avenue. Aligning the entrance with an opposing street would limit turn-movement conflicts and be less obstructive to traffic flow along Snell Avenue. Rue Paris is located approximately 550 feet south of Branham Lane. The City of San Jose requires a minimum spacing of 500 feet between signalized intersections. Thus, the location of a project entrance opposing Rue Paris may be feasible.

Regardless of the location of the entrance, peak hour volume signal warrants indicate the need for signalization of the Snell Avenue entrance. Along with the signalization of the entrance, project traffic volumes indicate the need for the addition of a left-turn lane with a minimum of 250 feet of storage capacity provided and protected phasing along Snell Avenue. A right-turn lane on Snell Avenue into the project entrance should also be provided. Snell Avenue may require widening at the entrance location to provide the left and right turn lanes. The widening would be dependent on parking and bike lane removal at the selected location. A separate left-turn lane and a shared through-right-turn lane would be needed to serve outbound project traffic.

Vehicle queue estimates indicate a 250-foot projected left-turn queue from Snell Avenue into the project entrance. Thus, locating the driveway across from Kehoe Court may inhibit movements from Obert Drive, which is located just 220 feet south of Kehoe Court. Therefore, should it be deemed that a project entrance location opposite Rue Paris is not feasible by City staff, an alternative would require the entrance to be located between Rue Paris and Kehoe Court. The entrance would need to be located a minimum of 250 feet north of Kehoe Court to accommodate the northbound left-turn queue into the project entrance.

Intersection Operations Analysis

The operations analysis indicated that the estimated 95th percentile vehicle queues for turn-movements at Branham Lane and Chynoweth Avenue intersections with Snell Avenue would exceed the existing vehicle storage capacity under project conditions.

Snell Avenue and Branham Lane

The 95th percentile queue of 575 feet for the northbound left-turn lane on Snell Avenue to westbound Branham Lane under buildout project conditions would exceed the existing storage capacity of 325 feet per lane. In addition, the 95th percentile queue of 250 feet for the westbound left-turn lane on Branham Lane to southbound Snell Avenue under buildout project conditions would exceed the existing storage capacity of 225 feet per lane.

Recommendation: The recommended improvement for the intersection of Snell Avenue and Branham Lane is to provide a second northbound left-turn lane and extend the existing westbound left-turn pocket by approximately 25 ft. to provide a total of 250 ft. of queue storage capacity.

Snell Avenue and Chynoweth Avenue

The 95th percentile queue of 300 feet for the southbound left-turn lane on Snell Avenue to eastbound Chynoweth Avenue under buildout project conditions would exceed the existing storage capacity of 225 feet per lane.

Recommendation: The recommended improvement for the intersection of Snell Avenue and Chynoweth Avenue is to extend the existing southbound left-turn pocket by approximately 75 ft. to provide a total of 300 ft. of queue storage capacity.

Interim Project Conditions

The close spacing of existing unsignalized intersections that could potentially serve as interim park entrance locations will inhibit location of a new signalized entrance. The City of San Jose requires a minimum spacing of 500 feet between signalized intersections. Therefore, the maximum park size that could be accommodated without meeting signal warrants at a new park entrance was evaluated. The signal warrant analysis indicates that the park size and associated trips generated by the park would need to be reduced a minimum of 65%. With the reduction and unsignalized control, access to the park from a new entrance along Snell Avenue would be restricted to right-turns in and out only. A median along Snell Avenue or a physical barrier at the park entrance would also need to be constructed to restrict left-turn access from Snell Avenue.

The restriction of park access at a new unsignalized entrance along Snell Avenue would require that U-turn movements be made at the Branham Lane and Chynoweth Avenue intersections along Snell Avenue. Vehicles bound for the park from northbound Snell Avenue, south of the park entrance, would need to proceed pass the park entrance and make a U-turn at Branham Lane and head back south on Snell Avenue and into the park entrance. Vehicles exiting the park and bound for northbound Snell Avenue would need to make a right-turn out of the project driveway and proceed south to Chynoweth Avenue to make a U-turn.

The restriction of access at an unsignalized park entrance may result in operational issues at the Branham Lane and Chynoweth Avenue intersections with Snell Avenue. Therefore, operational analysis was performed at the Branham Lane and Chynoweth Avenue intersections with Snell Avenue to evaluate the effects of the increased demand at the intersections due to the U-turn movements described above. The installation of a signal at the park entrance along Snell Avenue would not alleviate operational issues at the Branham Avenue and Chynoweth intersections, but vehicle queues would not be as severe since U-turn movements would not be required.

Snell Avenue and Branham Lane

Vehicle queue estimates indicate queues of up to 525 feet for the northbound left-turn lane under existing conditions. The storage capacity for the northbound left-turn lane at the Branham/Snell intersection is only 325 feet. Thus, the addition of any project traffic to the northbound left-turn movement, as would be done by the previously described U-turn movements, will worsen existing operational problems at the Branham Lane/Snell Avenue intersection. The addition of a second northbound left-turn lane at the intersection will alleviate operational deficiencies, but will require widening of Snell Avenue and signal modifications at the intersection.

Snell Avenue and Chynoweth Avenue

The Chynoweth Avenue intersection with Snell Avenue currently experiences operational issues similar to those described at the Branham Lane intersection with Snell Avenue. Vehicle queue estimates indicate queues of 275 feet for the southbound left-turn lane under existing conditions. The storage capacity for the southbound left-turn lane at the Chynoweth/Snell intersection is only 225 feet. Thus, the addition of any project traffic to the southbound left-turn movement, as would be done by the previously described U-turn movements, will worsen existing operational problems at the Chynoweth Avenue/Snell Avenue intersection. The addition of a second southbound left-turn lane at the intersection will alleviate operational deficiencies, and can be completed by re-striping and signal modifications at the intersection.

Transit, Pedestrian and Bicycle Analysis

Although no deduction was applied to the estimated trip generation for the project, it can be assumed that some of the project trips could be made by transit. Assuming up to 3% transit mode share, which is probably the highest that could be expected, yields an estimate of approximately 9 transit trips during both the AM and PM peak hours and 23 transit trips during the Saturday peak hour. These riders easily could be accommodated by the existing service. The site is currently served by three bus routes and LRT service. The nearest bus stops to the project are located near the intersection of Snell Avenue/Branham Lane and Snell Avenue/Chynoweth Avenue. The Branham LRT station also is located near the SR 87/Branham Lane.

The bikeways within the vicinity of the project site include bike lanes on Snell Avenue, Branham Lane, Narvaez Avenue, Lean Avenue, and Monterey Road.

VTA recommends new developments to provide bicycle parking, and provides recommended bicycle parking rates in their *VTA Countywide Bicycle Plan* Technical Guidelines, September 1999. According to VTA's recommended rates, parks/ recreational fields (such as the proposed project) should provide one Class I bicycle parking space for every 30 employees and one Class II bicycle parking space for every 9 users during peak daylight times of peak season. The project should provide adequate parking according to the recommended rates.

Table ES 1
Intersection Level of Service Summary

Study Number	Intersection	Peak Hour	Count Date	Existing Ave. Delay	Existing LOS	Background Ave. Delay	Background LOS	Project Conditions Ave. Delay	Project Conditions LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Blossom Hill Road and Santa Teresa Road *	AM	10/01/08	34.8	C	34.8	C	34.8	C	-0.1	0.003
		PM	10/01/08	41.1	D	41.1	D	41.1	D	0.0	0.002
2	Blossom Hill Road and Playa Del Rey	AM	11/05/08	22.0	C	22.0	C	22.0	C	0.0	0.000
		PM	11/05/08	22.9	C	22.9	C	22.9	C	0.0	0.003
3	Blossom Hill Road and Cahalan Avenue	AM	02/13/08	27.8	C	27.8	C	28.2	C	0.3	0.001
		PM	02/13/08	38.6	D	38.6	D	38.5	D	0.1	0.006
4	Blossom Hill Road and Chesbro Avenue	AM	11/12/08	24.0	C	24.0	C	23.9	C	0.0	0.001
		PM	11/12/08	28.8	C	28.8	C	28.5	C	-0.2	0.002
5	Blossom Hill Road and SR-85 (W) *	AM	09/10/08	58.9	E	58.9	E	60.8	E	2.7	0.015
		PM	09/10/08	53.3	D	53.3	D	53.7	D	0.6	0.006
6	Blossom Hill Road and SR-85 (E) *	AM	09/10/08	32.5	C	32.5	C	33.6	C	1.3	0.002
		PM	09/10/08	27.5	C	27.5	C	27.8	C	0.2	0.018
7	Blossom Hill Road and Snell Avenue *	AM	10/01/08	41.0	D	42.9	D	42.9	D	-0.2	0.006
		PM	10/01/08	45.1	D	47.1	D	47.5	D	0.6	0.013
		SAT	01/10/09	46.4	D	46.4	D	46.3	D	-0.6	0.029
8	Blossom Hill Road and Judith Street	AM	02/14/07	19.0	B	16.3	B	16.3	B	0.0	0.000
		PM	03/27/07	14.0	B	14.1	B	14.0	B	0.0	0.001
9	Blossom Hill Road and Eagles Lane	AM	11/13/08	20.6	C	19.8	B	19.8	B	0.0	0.000
		PM	11/13/08	13.9	B	14.2	B	14.1	B	0.0	0.001
10	Blossom Hill Road and Lean Avenue	AM	11/12/08	25.5	C	24.3	C	24.3	C	0.0	0.000
		PM	11/13/08	23.9	C	23.5	C	23.4	C	0.0	0.001
11	Blossom Hill Road and Beswick Drive	AM	11/12/08	22.5	C	26.6	C	26.5	C	0.0	0.000
		PM	11/13/08	19.6	B	22.7	C	22.7	C	0.0	0.001
12	Blossom Hill Road and Poughkeepsie Road	AM	11/12/08	13.2	B	34.5	C	34.5	C	0.0	0.000
		PM	11/13/08	13.8	B	28.6	C	28.6	C	0.0	0.001
13	Blossom Hill Road and Monterey Road (S) *	AM	09/25/08	24.3	C	23.3	C	23.4	C	0.0	0.000
		PM	09/25/08	24.4	C	48.3	D	49.5	D	1.9	0.005
14	Blossom Hill Road and Monterey Road (N) *	AM	09/24/08	26.5	C	69.3	E	71.1	E	2.9	0.007
		PM	09/24/08	18.3	B	29.3	C	29.7	C	0.6	0.003
15	Chynoweth Avenue and Monterey Road	AM	03/27/07	46.0	D	52.8	D	54.8	D	3.7	0.014
		PM	03/27/07	45.4	D	46.0	D	46.8	D	-0.3	0.006
		SAT	01/10/09	41.9	D	41.9	D	43.7	D	1.7	0.043
16	Edenview Drive and Monterey Road	AM	03/27/07	19.8	B	14.7	B	14.8	B	0.2	0.002
		PM	03/27/07	13.8	B	11.3	B	11.4	B	0.1	0.001
17	Branham Lane and Monterey Road *	AM	09/23/08	47.1	D	47.5	D	47.5	D	0.0	0.000
		PM	09/23/08	38.8	D	35.9	D	36.2	D	0.4	0.003
		SAT	01/10/09	39.9	D	39.9	D	40.2	D	0.4	0.006
18	Skyway Drive and Monterey Road *	AM	09/11/08	47.7	D	49.4	D	49.3	D	0.1	0.000
		PM	09/11/08	30.3	C	31.0	C	31.2	C	0.2	0.004
19	Senter Road and Monterey Road *	AM	09/11/08	28.6	C	29.1	C	29.2	C	0.2	0.002
		PM	09/11/08	30.1	C	30.5	C	30.5	C	0.0	0.003
20	Capitol Expressway and Monterey Road (S) *	AM	09/30/08	32.0	C	33.5	C	33.5	C	0.1	0.001
		PM	09/30/08	13.8	B	14.7	B	14.9	B	0.3	0.005
21	Capitol Expressway and Monterey Road (N) *	AM	09/30/08	24.7	C	25.7	C	26.0	C	0.3	0.003
		PM	09/30/08	19.9	B	21.0	C	21.1	C	0.0	0.003
22	Capitol Expressway and Snell Avenue *	AM	09/09/08	59.7	E	62.0	E	61.5	E	-1.9	-0.006
		PM	10/01/08	36.8	D	36.8	D	37.0	D	0.3	0.004
		SAT	01/10/09	46.3	D	46.3	D	47.2	D	1.7	0.007
23	Capitol Expressway and Vista Park Drive	AM	04/03/08	24.8	C	25.5	C	25.3	C	0.0	0.000
		PM	04/03/08	31.1	C	31.3	C	31.5	C	0.0	0.000
24	Capitol Expressway and Copperfield Drive	AM	04/03/08	11.3	B	11.2	B	11.1	B	0.0	0.001
		PM	04/03/08	17.0	B	17.0	B	16.9	B	0.0	0.004
25	Capitol Expressway and Narvaez Avenue *	AM	10/09/08	37.0	D	39.4	D	39.3	D	0.0	0.001
		PM	10/01/08	41.1	D	46.0	D	45.8	D	-0.2	0.003
26	SR 87 and Narvaez Avenue	AM	05/31/07	12.7	B	14.0	B	14.0	B	0.0	0.001
		PM	05/31/07	14.5	B	15.0	B	15.0	B	-0.1	0.000
27	Capitol Expressway and SR 87 *	AM	10/09/08	33.0	C	33.3	C	33.5	C	0.0	0.001
		PM	10/01/08	50.9	D	56.5	E	57.5	E	2.2	0.007
28	Branham Lane and Narvaez Avenue	AM	11/19/08	19.7	B	19.7	B	19.7	B	0.0	0.000
		PM	11/19/08	19.9	B	19.9	B	19.9	B	0.0	0.001
29	Branham Lane and Vista Park Drive	AM	11/19/08	21.9	C	21.9	C	23.3	C	1.9	0.042
		PM	11/19/08	22.1	C	22.1	C	22.6	C	0.7	0.019
		SAT	01/10/09	23.4	C	23.4	C	25.1	C	1.6	0.065
30	Branham Lane and Safeway	AM	11/18/08	14.3	B	14.3	B	14.3	B	0.6	0.005
		PM	11/18/08	11.9	B	11.9	B	12.1	B	0.4	0.030
		SAT	01/10/09	11.5	B	11.5	B	11.5	B	0.2	0.025
31	Gold Run and Snell Avenue	AM	11/13/08	27.3	C	27.3	C	27.3	C	0.0	0.001
		PM	11/13/08	18.4	B	18.4	B	18.4	B	-0.1	0.002
32	Rosenbaum Avenue and Snell Avenue	AM	11/20/08	19.6	B	19.6	B	19.9	B	0.4	0.004
		PM	11/19/08	15.5	B	15.5	B	15.5	B	-0.1	0.002
33	Skyway Drive and Snell Avenue	AM	11/12/08	28.9	C	28.8	C	28.6	C	0.1	0.005
		PM	11/13/08	25.3	C	24.4	C	24.5	C	0.0	0.004
34	Branham Lane and Snell Avenue	AM	11/18/08	31.6	C	31.6	C	31.7	C	0.8	0.028
		PM	11/18/08	33.5	C	33.5	C	33.9	C	0.9	0.041
		SAT	01/10/09	34.7	C	34.7	C	35.1	D	2.0	0.061
35	Chynoweth Avenue and Snell Avenue	AM	11/06/08	30.2	C	30.2	C	30.6	C	0.2	0.032
		PM	11/06/08	29.5	C	29.5	C	29.6	C	0.7	0.028
		SAT	01/10/09	29.6	C	29.6	C	29.1	C	0.0	0.058
36	Avenida Del Roble and Snell Avenue	AM	11/06/08	19.2	B	19.2	B	18.6	B	-0.9	0.029
		PM	11/06/08	13.2	B	13.2	B	11.9	B	-4.2	-0.012
37	Giuffrida Avenue and Snell Avenue	AM	11/06/08	11.4	B	11.4	B	11.1	B	-0.1	0.003
		PM	11/06/08	15.5	B	15.5	B	15.1	B	-0.5	0.019
38	Chynoweth Avenue and Lean Drive	AM	03/19/08	35.5	D	35.5	D	35.5	D	0.0	0.005
		PM	03/19/08	33.3	C	33.0	C	32.8	C	-0.3	0.006

* Denotes CMP Intersections

Table ES 2
Freeway Segment Level of Service

					Existing Plus Project											Project Trips			
					Mixed-Flow						HOV Lane					Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Volume	% Capacity	Volume	% Capacity
SR 85	Cottle Road to Blossom Hill Road	NB	AM	66	2	4,400	3,061	23.2	C	67	1	1,800	1,087	16.2	B	21	0.5%	7	0.4%
			PM	58	2	4,400	4,419	38.1	D	70	1	1,800	702	10.0	A	9	0.2%	2	0.1%
			SAT	58	2	4,400	3,123	26.9	D	70	1	1,800	496	7.1	A	36	0.8%	6	0.3%
SR 85	Blossom Hill Road to SR 87	NB	AM	47	2	4,400	4,332	46.1	E	52	1	1,800	2,191	42.1	D	2	0.0%	1	0.1%
			PM	62	2	4,400	4,355	35.1	D	70	1	1,800	843	12.0	B	15	0.3%	3	0.2%
			SAT	62	2	4,400	3,051	24.6	C	70	1	1,800	590	8.4	A	13	0.3%	2	0.1%
SR 85	SR 87 to Almaden Expressway	NB	AM	13	2	4,400	2,732	105.1	F	25	1	1,800	1,801	72.0	F	2	0.0%	1	0.1%
			PM	65	2	4,400	3,786	29.1	D	70	1	1,800	492	7.0	A	16	0.4%	2	0.1%
			SAT	65	2	4,400	2,652	20.4	C	70	1	1,800	345	4.9	A	13	0.3%	2	0.1%
SR 87	SR 85 to Capitol Expressway	NB	AM	26	2	4,400	3,640	70.0	F	54	1	1,800	2,220	41.1	D	0	0.0%	0	0.0%
			PM	66	2	4,400	2,510	19.0	C	70	1	1,800	490	7.0	A	0	0.0%	0	0.0%
			SAT	66	2	4,400	1,757	13.3	B	70	1	1,800	343	4.9	A	0	0.0%	0	0.0%
SR 87	Capitol Expressway to Curtner Avenue	NB	AM	19	2	4,400	3,202	84.3	F	23	1	1,800	1,751	76.1	F	2	0.0%	1	0.1%
			PM	65	2	4,400	3,915	30.1	D	70	1	1,800	633	9.0	A	15	0.4%	3	0.1%
			SAT	65	2	4,400	2,743	21.1	C	70	1	1,800	443	6.3	A	13	0.3%	2	0.1%
SR 85	Almaden Expressway to SR 87	SB	AM	66	2	4,400	3,564	27.2	D	67	1	1,800	544	8.1	A	24	0.6%	4	0.2%
			PM	64	2	4,400	4,108	32.1	D	70	1	1,800	1,403	20.0	C	8	0.2%	3	0.2%
			SAT	64	2	4,400	2,901	22.7	C	70	1	1,800	991	14.2	B	31	0.7%	11	0.6%
SR 85	SR 87 to Blossom Hill Road	SB	AM	66	2	4,400	2,665	20.2	C	67	1	1,800	343	5.1	A	25	0.6%	3	0.2%
			PM	55	2	4,400	4,408	40.1	D	70	1	1,800	1,823	26.0	D	8	0.2%	3	0.2%
			SAT	55	2	4,400	3,110	28.3	D	70	1	1,800	1,286	18.4	C	30	0.7%	12	0.7%
SR 85	Blossom Hill Road to Cottle Road	SB	AM	65	2	4,400	4,032	31.0	D	67	1	1,800	881	13.1	B	2	0.1%	1	0.0%
			PM	62	2	4,400	4,353	35.1	D	70	1	1,800	1,825	26.1	D	13	0.3%	5	0.3%
			SAT	62	2	4,400	3,049	24.6	C	70	1	1,800	1,278	18.3	C	11	0.2%	4	0.2%
SR 87	Curtner Avenue to Capitol Expressway	SB	AM	66	2	4,400	2,665	20.2	C	67	1	1,800	343	5.1	A	25	0.6%	3	0.2%
			PM	43	2	4,400	4,228	49.2	E	70	1	1,800	1,403	20.0	C	8	0.2%	3	0.2%
			SAT	43	2	4,400	2,986	34.7	D	70	1	1,800	990	14.1	B	32	0.7%	10	0.6%
SR 87	Capitol Expressway to SR 85	SB	AM	64	2	4,400	4,230	33.0	D	67	1	1,800	470	7.0	A	0	0.0%	0	0.0%
			PM	65	2	4,400	4,030	31.0	D	70	1	1,800	1,330	19.0	C	0	0.0%	0	0.0%
			SAT	65	2	4,400	2,821	21.7	C	70	1	1,800	931	13.3	B	0	0.0%	0	0.0%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.

Table ES 3
Queuing Analysis Summary

Measurement	Branham/ Snell NBL AM	Branham/ Snell NBL PM	Branham/ Snell NBL SAT	Branham/ Snell WBL AM	Branham/ Snell WBL PM	Branham/ Snell WBL SAT	Chynoweth/ Snell SBL AM	Chynoweth/ Snell SBL PM	Chynoweth/ Snell SBL SAT
Existing Conditions									
Cycle/Delay[1] (sec)	106	110	110	106	110	110	110	110	110
Lanes	1	1	1	1	1	1	1	1	1
Volume (vph)	424	310	477	182	155	127	92	224	123
Volume (vphpl)	424	310	477	182	155	127	92	224	123
Avg. Queue (veh/ln.)	12.5	9.5	14.6	5.4	4.7	3.9	2.8	6.8	3.8
Avg. Queue[2] (ft./ln)	312	237	364	134	118	97	70	171	94
95th %. Queue (veh/ln.)	19	15	21	9	9	7	6	11	7
95th %. Queue (ft./ln)	475	375	525	225	225	175	150	275	175
Storage (ft./ ln.)	325	325	325	225	225	225	225	225	225
Adequate (Y/N)	**NO**	**NO**	**NO**	YES	YES	YES	YES	**NO**	YES
Background Conditions									
Cycle/Delay[1] (sec)	106	110	110	106	110	110	110	110	110
Lanes	1	1	1	1	1	1	1	1	1
Volume (vph)	424	310	477	182	155	127	92	224	123
Volume (vphpl)	424	310	477	182	155	127	92	224	123
Avg. Queue (veh/ln.)	12.5	9.5	14.6	5.4	4.7	3.9	2.8	6.8	3.8
Avg. Queue[2] (ft./ln)	312	237	364	134	118	97	70	171	94
95th %. Queue (veh/ln.)	19	15	21	9	9	7	6	11	7
95th %. Queue (ft./ln)	475	375	525	225	225	175	150	275	175
Storage (ft./ ln.)	325	325	325	225	225	225	225	225	225
Adequate (Y/N)	**NO**	**NO**	**NO**	YES	YES	YES	YES	**NO**	YES
Interim Access Project Conditions									
Cycle/Delay[1] (sec)	106	110	110	106	110	110	110	110	110
Lanes	1	1	1	1	1	1	1	1	1
Volume (vph)	553	407	724	204	164	161	112	321	219
Volume (vphpl)	553	407	724	204	164	161	112	321	219
Avg. Queue (veh/ln.)	16.3	12.4	22.1	6.0	5.0	4.9	3.4	9.8	6.7
Avg. Queue[2] (ft./ln)	407	311	553	150	125	123	86	245	167
95th %. Queue (veh/ln.)	23	18	30	10	9	9	7	15	11
95th %. Queue (ft./ln)	575	450	750	250	225	225	175	375	275
Storage (ft./ ln.)	325	325	325	225	225	225	225	225	225
Adequate (Y/N)	**NO**	**NO**	**NO**	**NO**	YES	YES	YES	**NO**	**NO**
Buildout Access Project Conditions									
Cycle/Delay[1] (sec)	106	110	110	106	110	110	110	110	110
Lanes	1	1	1	1	1	1	1	1	1
Volume (vph)	432	359	518	204	164	161	96	248	143
Volume (vphpl)	432	359	518	204	164	161	96	248	143
Avg. Queue (veh/ln.)	12.7	11.0	15.8	6.0	5.0	4.9	2.9	7.6	4.4
Avg. Queue[2] (ft./ln)	318	274	396	150	125	123	73	189	109
95th %. Queue (veh/ln.)	19	17	23	10	9	9	6	12	8
95th %. Queue (ft./ln)	475	425	575	250	225	225	150	300	200
Storage (ft./ ln.)	325	325	325	225	225	225	225	225	225
Adequate (Y/N)	**NO**	**NO**	**NO**	**NO**	YES	YES	YES	**NO**	YES

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed Martial Cottle Park located on the northwest corner of Snell Avenue and Chynoweth Avenue in San Jose, California. The report documents the impacts to the surrounding transportation system that are associated with developing the proposed project.

The Santa Clara County Parks and Recreation Department are planning the park in cooperation with the California State Parks Planning Division. The proposed development is envisioned as a historic agricultural park that could include such uses as a historic farm, visitor center, picnic areas, production agriculture, a farmer's market, a produce stand (existing), and multi-use trails. Currently, the 288-acre site is mostly undeveloped. Access to the site would be provided via a main entrance on Snell Avenue with service and emergency access roads along Chynoweth Avenue and Branham Lane. The project site and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed project. The potential impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

The study includes an analysis of AM and PM peak-hour traffic conditions for 38 signalized intersections and 10 directional freeway segments. The study intersections were selected based upon the estimated number of project trips through the intersection (10 or more trips per lane per hour). The study intersections and freeway segments are identified below and shown in Figure 1.

LEGEND

= Site Location

X = Weekday Only Study Intersection

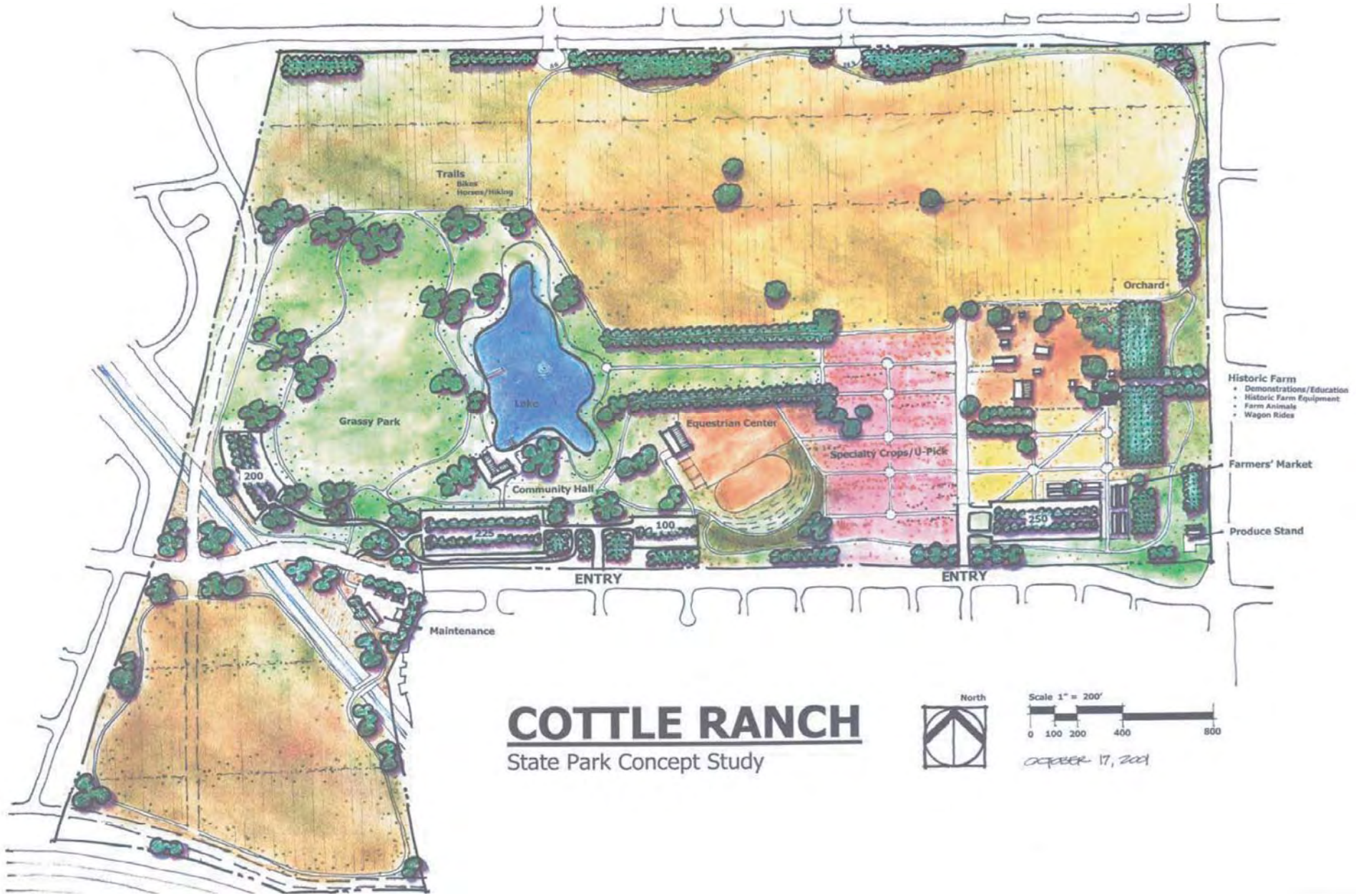
X = Weekday and Saturday Study Intersection

Figure 1

SITE LOCATION AND STUDY INTERSECTIONS

Martial Cottle Park Master Plan

Hexagon
Transportation Consultants, Inc.



Source: Martial Cottle Master Plan Project Document

Figure 2

SITE PLAN

Martial Cottle Park Master Plan

Hexagon
Transportation Consultants, Inc.

Study Intersections

1 Blossom Hill Road and Santa Teresa Road *
2 Blossom Hill Road and Playa Del Rey
3 Blossom Hill Road and Cahalan Avenue
4 Blossom Hill Road and Chesbro Avenue
5 Blossom Hill Road and SR-85 (W) *
6 Blossom Hill Road and SR-85 (E) *
7 Blossom Hill Road and Snell Avenue *
8 Blossom Hill Road and Judith Street
9 Blossom Hill Road and Eagles Lane
10 Blossom Hill Road and Lean Avenue
11 Blossom Hill Road and Beswick Drive
12 Blossom Hill Road and Poughkeepsie Road
13 Blossom Hill Road and Monterey Road (S) *
14 Blossom Hill Road and Monterey Road (N) *
15 Chynoweth Avenue and Monterey Road
16 Edenview Drive and Monterey Road
17 Branham Lane and Monterey Road *
18 Skyway Drive and Monterey Road *
19 Senter Road and Monterey Road *
20 Capitol Expressway and Monterey Road (S) *
21 Capitol Expressway and Monterey Road (N) *
22 Capitol Expressway and Snell Avenue *
23 Capitol Expressway and Vista Park Drive
24 Capitol Expressway and Copperfield Drive
25 Capitol Expressway and Narvaez Avenue *
26 SR 87 and Narvaez Avenue
27 Capitol Expressway and SR 87 *
28 Branham Lane and Narvaez Avenue
29 Branham Lane and Vista Park Drive
30 Branham Lane and Safeway
31 Gold Run and Snell Avenue
32 Rosenbaum Avenue and Snell Avenue
33 Skyway Drive and Snell Avenue
34 Branham Lane and Snell Avenue
35 Chynoweth Avenue and Snell Avenue
36 Avenida Del Roble and Snell Avenue
37 Giuffrida Avenue and Snell Avenue
38 Chynoweth Avenue and Lean Drive

CMP intersections are denoted with an asterisk (*)

Freeway Segments

SR 85, Cottle Road to Blossom Hill Road
SR 85, Blossom Hill Road to SR 87
SR 85, SR 87 to Almaden Expressway
SR 87, SR 85 to Capitol Expressway
SR 87, Capitol Expressway to Curtner Avenue

In summary, the study includes an analysis of 38 signalized intersections and 10 directional freeway segments in the vicinity of the project site. Fourteen of the 38 study intersections are designated CMP intersections. The 14 CMP signalized intersections were evaluated against the standards of both the City of San Jose and the Santa Clara County CMP.

Traffic conditions at all of the study intersections and study freeway segments were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday. Additionally, Saturday peak-hour traffic conditions were analyzed for eight selected major intersections in the immediate vicinity of the project site. The Saturday midday peak hour, projected to ocuur between 11:00 AM and 1:00 PM, is the period of peak traffic generation for the project itself.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from the City of San Jose and recent traffic counts.

Scenario 2: *Background Conditions.* Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet completed developments. The latter component is contained in the City of San Jose Approved Trips Inventory (ATI).

Scenario 3: *Project Conditions.* Background traffic volumes with the project (hereafter called *project traffic volumes*) were estimated by adding to background traffic volumes the additional traffic generated by the project. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, and the City of San Jose. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing (for signalized intersections only)
- average speeds on freeways
- approved development traffic volumes

Signalized Intersection Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The correlation between average delay and level of service is shown in Table 1.

Signalized Study Intersections

All of the study intersections are located within the City of San Jose and are therefore subject to the City's Level of Service standards. The City of San Jose level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method, which is applied using the TRAFFIX software. The 2000 HCM operations method, via TRAFFIX, evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. *Control delay* is the amount of delay that is attributed to the particular traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of San Jose methodology

Table 1
Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Less than 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, Highway Capacity Manual (Washington, D.C., 2000), p. 16-2

employs the CMP default values for the analysis parameters. The City of San Jose level of service standard for signalized intersections is LOS D or better.

CMP Intersections

Since TRAFFIX is the designated level of service methodology for the CMP and the City of San Jose, the CMP study intersections are not analyzed separately, but rather are among the local signalized study intersections analyzed using TRAFFIX. The only difference between the City of San Jose and CMP analyses is that project impacts are determined on the basis of different level of service standards – the CMP level of service standard for signalized intersections is LOS E or better.

Freeway Segments

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N*S)$$

where:

D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour (vph)
N= number of travel lanes
S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 2. The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from HOV (carpool) lanes. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments six lanes or wider in both directions and a capacity of 2,200 vphpl be used for segments four lanes wide in both directions. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Table 2
Freeway Levels of Service Based on Density

Level of Service	Density (vehicles/mile/lane)
A	< 11.0
B	11.0 - 18.0
C	18.0 - 26.0
D	26.0 - 46.0
E	46.0 - 58.0
F	> 58.0

Signal Warrants

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. This assessment is made on the basis of the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the California *Manual on Uniform Traffic Control Devices* (MUTCD), adopted in September 2006. This method makes no evaluation of intersection level of

service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.

The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment should be exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections.

Intersection Operations

The operations analysis is based on vehicle queuing for high-demand movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = Average number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement.

Report Organization

The remainder of this report is divided into six chapters. Chapter 2 describes existing conditions in terms of the existing roadway network and other transportation facilities. Chapter 3 presents the intersection operations under background conditions. Chapter 4 describes the method used to estimate project traffic and its impact on the transportation system and describes the recommended mitigation measures. Chapter 5 presents the analysis of other transportation related issues, including intersection operational analysis. Chapter 6 presents the conclusions of the traffic impact analysis.

2.
Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via SR 85, SR 87, and Monterey Road (SR 82). These facilities are described below.

SR 85 is a predominantly north-south freeway that is oriented in an east-west direction in the vicinity of the project. It extends from Mountain View to US 101 in south San Jose. SR 85 is a six-lane freeway with four mixed-flow lanes and two HOV lanes. It connects to I-280, SR 17, SR 87, and US 101. SR 85 provides access to the project site via an interchange at Blossom Hill Road.

SR 87 is a six-lane freeway that is aligned in a north-south orientation. SR 87 begins at its interchange with SR 85 and extends northward to US 101. Access to the project site is provided by ramps at Capitol Expressway and Narvaez Avenue.

Monterey Road (SR 82) is a six-lane major arterial that is oriented in a north-south direction. Monterey Road extends southward into Morgan Hill and northward into downtown San Jose. Access to the site is provided via Branham Lane and Chynoweth Avenue.

Local access to the site is provided by Capitol Expressway, Snell Avenue, Branham Lane, Chynoweth Avenue, and Vista Park Drive. These roadways are described below.

Capitol Expressway is a six-lane major arterial that is aligned in an east-west orientation. Capitol Expressway begins at its interchange with I-680 in east San Jose, where it changes designation from San Antonio Street, and extends to the south and west where it changes designation to Hillsdale Avenue at Almaden Expressway. Access to the site is provided via Vistapark Drive and Snell Avenue.

Snell Avenue is a four-lane collector that begins south of Santa Teresa Boulevard and extends northward to Hillsdale Avenue where it terminates. Snell Avenue runs along the northern perimeter of the project site. Direct access to the site is provided via a main project entrance along Snell Avenue.

Branham Lane is generally four-lane wide collector that begins east of Monterey Road and extends westward to SR 85 where it terminates. Branham Lane runs along the northern boundary of the project site and narrows to two lanes between Snell Avenue and Vista Park Drive. Access to the site is provided via Snell Avenue.

Chynoweth Avenue is a four-lane collector that begins at its intersection with Monterey Road and extends westward to the project site where it terminates. Chynoweth Avenue runs along the southern boundary of the project site. Access to the site is provided via its intersection with Snell Avenue.

Vista Park Drive is a two-lane local collector that begins at Hillsdale Avenue and extends southward beyond Branham Lane where it terminates. Access to the project site is provided via Branham Lane.

Existing Bicycle and Pedestrian Facilities

There are a number of county-designated bikeways within the vicinity of the project site. Bike lanes are provided on Snell Avenue (between Blossom Hill Road and Capitol Expressway), on Monterey Road (south of Curtner Avenue), on Narvaez Avenue (north of Branham Lane), and on Branham Lane (between Cherry Avenue and Monterey Road).

A bike path is provided along the east side of SR 87 between Oakridge Mall and the Tamien CalTrain/Light Rail Station. The bike lanes on Narvaez Avenue are part of this bike path. This bike path is also available for use by pedestrians. Bike lockers and bike racks are provided at the Curtner, Capitol, and Branham LRT stations. The existing bicycle facilities within the study area are shown on Figure 3.

Pedestrian facilities in the project area consist primarily of sidewalks along the streets in most residential and commercial areas, as well as the aforementioned bike/pedestrian path. Sidewalks are found along virtually all previously described local roadways in the study area, with a few exceptions, and along the local residential streets and collectors near the site.

Existing Transit Service

Existing transit service to the study area is provided by the VTA. The existing transit service are described below and shown on Figure 4.

VTA Transit Service

Bus Service

The study area is served directly by three bus lines.

Local route 66 provides service between Kaiser San Jose and Milpitas/ Dixon Road via downtown San Jose with 15-minute headways during weekday commute hours and 30-minute headway during Saturday. The nearest bus stops to the project site are located near the intersection of Snell Avenue/Branham Lane and Snell Avenue/Chynoweth Avenue.

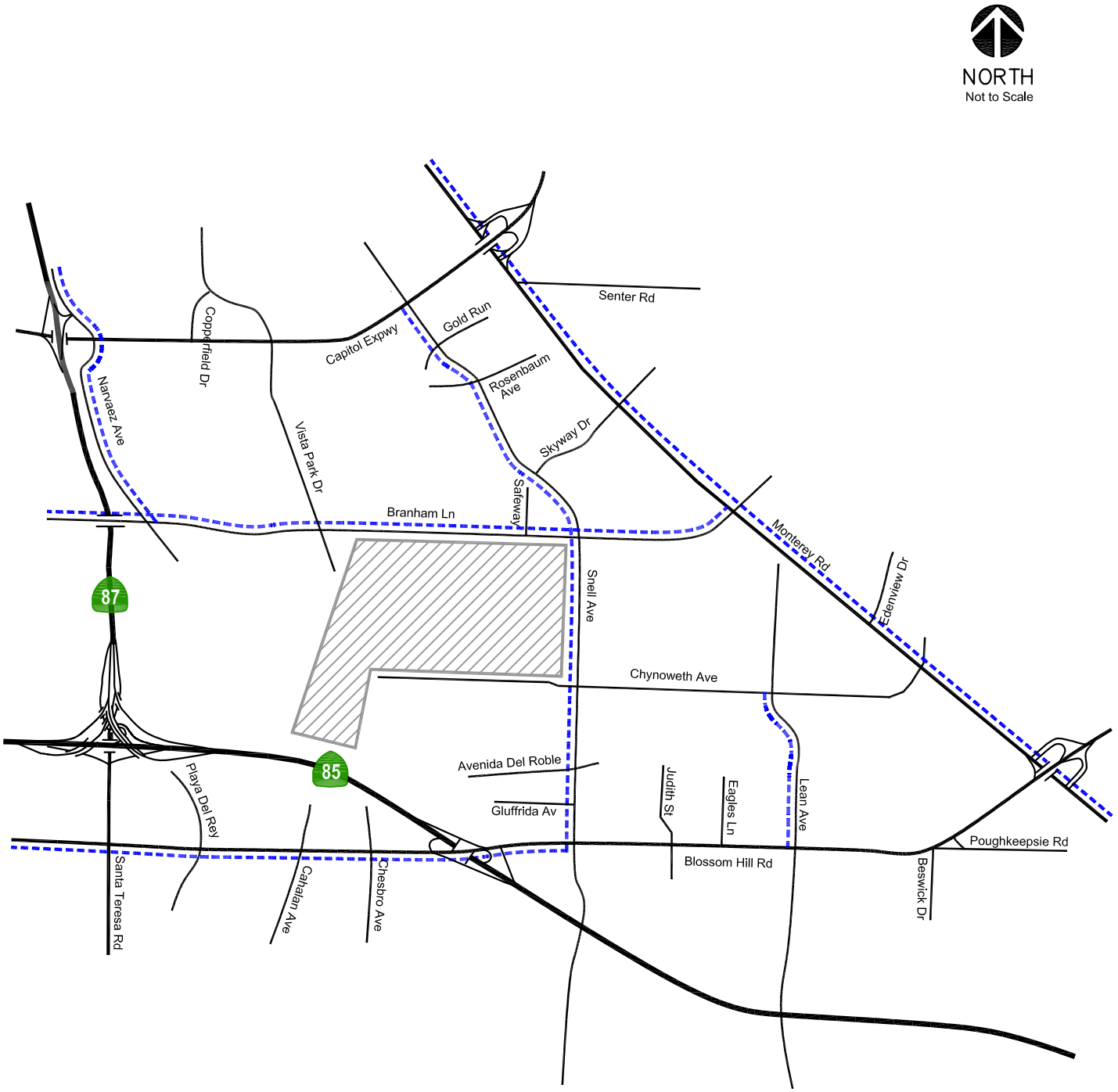


Figure 3

EXISTING BICYCLE FACILITIES

Martial Cottle Park Master Plan

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LEGEND

= Site Location

= Bus Line

= Caltrain

Figure 4

EXISTING TRANSIT SERVICE

Martial Cottle Park Master Plan

Hexagon
Transportation Consultants, Inc.

Local route 27 provides service between Santa Teresa Hospital to Good Samaritan Hospital with 30-minute headways during weekday commute hours and 60-minute headway during Saturday peak hour. The nearest bus stop to the project site is located the Blossom Hill Light Rail Station.

Local route 73 provides service between Santa Snell/Capitol to Downtown San Jose with 15-minute headways during weekday commute hours and 45-minute headway during Saturday peak hour. The nearest bus stop to the project site is located the intersection of Snell Avenue and Capitol Expressway.

Limited Stop Route 304 provides service northbound in the AM commute hours and southbound in the PM commute hours between south San Jose and Sunnyvale Transit Center via Arques Avenue with 30-minute headways. It does not operate on Saturday. The nearest bus stops to the project site are located near the intersection of Snell Avenue/Branham Lane and Snell Avenue/Chynoweth Avenue.

Express Route 122 line provides service between the south San Jose to Lockheed Martine/Moffett Industrial Park. It makes one northbound trip during the AM commute hours and one southbound trip during the PM commute hours. It does not operate on Saturday. The nearest bus stops to the project site are located near the intersection of Snell Avenue/Branham Lane and Snell Avenue/Chynoweth Avenue.

Light Rail Transit (LRT) Service

There is one LRT station located near the project site. The Branham LRT station is situated on the Guadalupe Corridor LRT line and is located near SR 87/Branham Lane. The Branham LRT station Park & Ride lots are accessible from Narvaez Avenue. The Guadalupe Corridor LRT line provides service on 10-minute headways during commute and midday hours. It provides service between the Santa Teresa LRT station and the Baypointe LRT station, where transfers to Mountain View are available.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were provided by city staff and confirmed by observations in the field. The existing intersection lane configurations are shown on Figure 5.

Existing Traffic Volumes

Existing weekday peak-hour traffic volumes were obtained from the City of San Jose and supplemented with manual turning-movement counts. Existing Saturday peak hour volumes were obtained from traffic counts conducted in January 2009. The existing peak-hour intersection volumes are shown on Figure 6. The traffic count data are included in Appendix A.

Existing Intersection Levels of Service

City of San Jose Intersection Analysis

The results of the level of service analysis under existing conditions are summarized in Table 3. The results show that two of the signalized study intersections currently operate at an unacceptable LOS E during at least one of the peak hours.

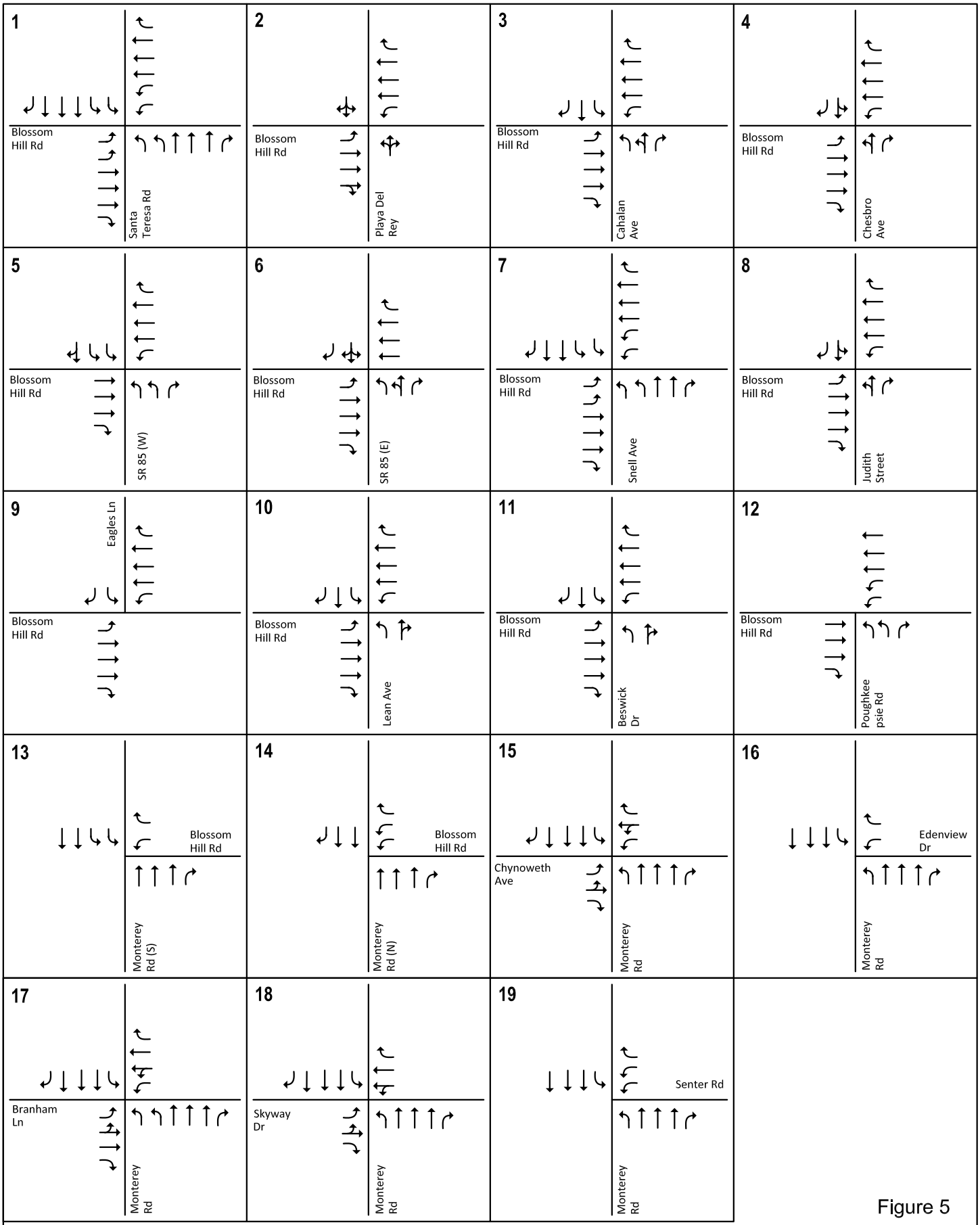

Figure 5

EXISTING LANE CONFIGURATIONS

Martial Cottle Park Master Plan

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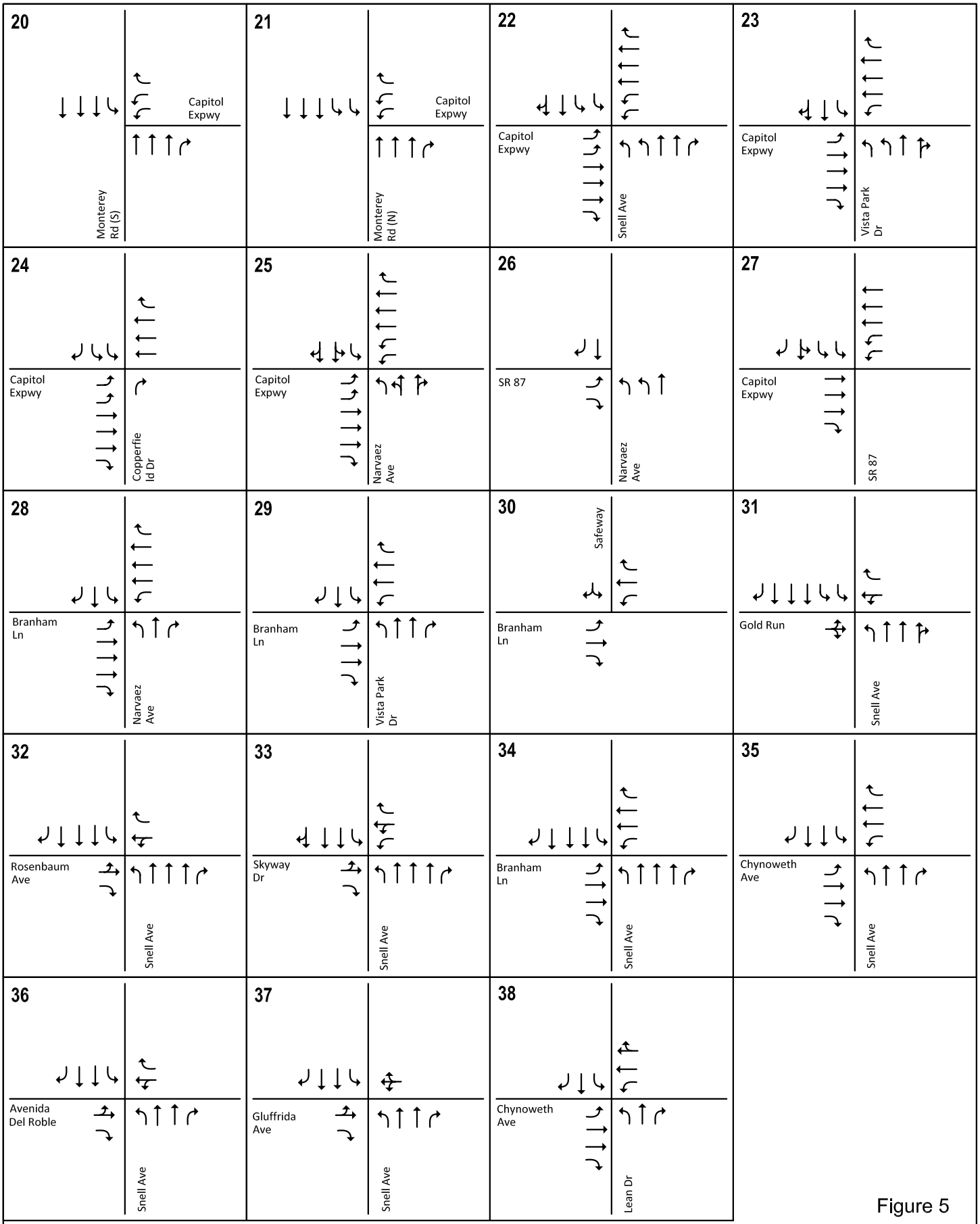

Figure 5

EXISTING LANE CONFIGURATIONS

Martial Cottle Park Master Plan

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Figure 6

EXISTING TRAFFIC VOLUMES

Martial Cottle Park Master Plan

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Figure 6

EXISTING TRAFFIC VOLUMES

Martial Cottle Park Master Plan

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Table 3
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Ave. Delay	LOS
1	Blossom Hill Road and Santa Teresa Road *	AM	10/01/08	34.8	C
		PM	10/01/08	41.1	D
2	Blossom Hill Road and Playa Del Rey	AM	11/05/08	22.0	C
		PM	11/05/08	22.9	C
3	Blossom Hill Road and Cahalan Avenue	AM	02/13/08	27.8	C
		PM	02/13/08	38.6	D
4	Blossom Hill Road and Chesbro Avenue	AM	11/12/08	24.0	C
		PM	11/12/08	28.8	C
5	Blossom Hill Road and SR-85 (W) *	AM	09/10/08	58.9	E
		PM	09/10/08	53.3	D
6	Blossom Hill Road and SR-85 (E) *	AM	09/10/08	32.5	C
		PM	09/10/08	27.5	C
7	Blossom Hill Road and Snell Avenue *	AM	10/01/08	41.0	D
		PM	10/01/08	45.1	D
		SAT	01/10/09	46.4	D
8	Blossom Hill Road and Judith Street	AM	02/14/07	19.0	B
		PM	03/27/07	14.0	B
9	Blossom Hill Road and Eagles Lane	AM	11/13/08	20.6	C
		PM	11/13/08	13.9	B
10	Blossom Hill Road and Lean Avenue	AM	11/12/08	25.5	C
		PM	11/13/08	23.9	C
11	Blossom Hill Road and Beswick Drive	AM	11/12/08	22.5	C
		PM	11/13/08	19.6	B
12	Blossom Hill Road and Poughkeepsie Road	AM	11/12/08	13.2	B
		PM	11/13/08	13.8	B
13	Blossom Hill Road and Monterey Road (S) *	AM	09/25/08	24.3	C
		PM	09/25/08	24.4	C
14	Blossom Hill Road and Monterey Road (N) *	AM	09/24/08	26.5	C
		PM	09/24/08	18.3	B
15	Chynoweth Avenue and Monterey Road	AM	03/27/07	46.0	D
		PM	03/27/07	45.4	D
		SAT	01/10/09	41.9	D
16	Edenview Drive and Monterey Road	AM	03/27/07	19.8	B
		PM	03/27/07	13.8	B
17	Branham Lane and Monterey Road *	AM	09/23/08	47.1	D
		PM	09/23/08	38.8	D
		SAT	01/10/09	39.9	D
18	Skyway Drive and Monterey Road *	AM	09/11/08	47.7	D
		PM	09/11/08	30.3	C
19	Senter Road and Monterey Road *	AM	09/11/08	28.6	C
		PM	09/11/08	30.1	C
20	Capitol Expressway and Monterey Road (S) *	AM	09/30/08	32.0	C
		PM	09/30/08	13.8	B
21	Capitol Expressway and Monterey Road (N) *	AM	09/30/08	24.7	C
		PM	09/30/08	19.9	B
22	Capitol Expressway and Snell Avenue *	AM	09/09/08	59.7	E
		PM	10/01/08	36.8	D
		SAT	01/10/09	46.3	D
23	Capitol Expressway and Vista Park Drive	AM	04/03/08	24.8	C
		PM	04/03/08	31.1	C
24	Capitol Expressway and Copperfield Drive	AM	04/03/08	11.3	B
		PM	04/03/08	17.0	B
25	Capitol Expressway and Narvaez Avenue *	AM	10/09/08	37.0	D
		PM	10/01/08	41.1	D
26	SR 87 and Narvaez Avenue	AM	05/31/07	12.7	B
		PM	05/31/07	14.5	B
27	Capitol Expressway and SR 87 *	AM	10/09/08	33.0	C
		PM	10/01/08	50.9	D
28	Branham Lane and Narvaez Avenue	AM	11/19/08	19.7	B
		PM	11/19/08	19.9	B
29	Branham Lane and Vista Park Drive	AM	11/19/08	21.9	C
		PM	11/19/08	22.1	C
		SAT	01/10/09	23.4	C
30	Branham Lane and Safeway	AM	11/18/08	14.3	B
		PM	11/18/08	11.9	B
		SAT	01/10/09	11.5	B
31	Gold Run and Snell Avenue	AM	11/13/08	27.3	C
		PM	11/13/08	18.4	B
32	Rosenbaum Avenue and Snell Avenue	AM	11/20/08	19.6	B
		PM	11/19/08	15.5	B
33	Skyway Drive and Snell Avenue	AM	11/12/08	28.9	C
		PM	11/13/08	25.3	C
34	Branham Lane and Snell Avenue	AM	11/18/08	31.6	C
		PM	11/18/08	33.5	C
		SAT	01/10/09	34.7	C
35	Chynoweth Avenue and Snell Avenue	AM	11/06/08	30.2	C
		PM	11/06/08	29.5	C
		SAT	01/10/09	29.6	C
36	Avenida Del Roble and Snell Avenue	AM	11/06/08	19.2	B
		PM	11/06/08	13.2	B
37	Giuffrida Avenue and Snell Avenue	AM	11/06/08	11.4	B
		PM	11/06/08	15.5	B
38	Chynoweth Avenue and Lean Drive	AM	03/19/08	35.5	D
		PM	03/19/08	33.3	C

* Denotes CMP Intersections

5 Blossom Hill Road and SR 85 (W) * (LOS E – AM Peak Hour)
22 Capitol Expressway and Snell Avenue (LOS E – AM Peak Hour)

Both intersections are CMP designated intersections. All other signalized study intersections currently operate at an acceptable LOS D or better, according to City of San Jose standards. The level of service calculation sheets are included in Appendix C.

CMP Intersection Analysis

The intersection level of service results for the CMP intersections under existing conditions are summarized in Table 3. The results show that, measured against the CMP level of service standards, all of the CMP study intersections currently operate at an acceptable LOS E or better during the peak hours.

Existing Freeway Levels of Service

Traffic volumes for the study freeway segments for the weekday AM and PM peak hours were obtained from the 2008 CMP Annual Monitoring Report. Freeway segment volume data for time periods other than the standard AM and PM peak hour are not available from the CMP. Therefore, freeway segment traffic volumes for the Saturday peak hour were derived utilizing weekday and Saturday volumes on freeway ramps in the vicinity of the project site. The comparison of Saturday peak hour (11:00 AM-1:00 PM) ramp volumes and weekday (4:00-6:00 PM) ramp volume data indicated that Saturday peak hour voumes are approximately 70% of that of the weekday PM peak hour. Thus, the standard PM peak hour CMP freeway segment volumes were reduced by 70% to derive the freeway segment volumes for the Saturday peak hour study period.

The results show that the mixed-flow lanes on 3 of the 10 directional freeway segments analyzed currently operate at an unaccpetable LOS F during at least one of the peak hours. All other freeway segments analyzed oeprate at LOS E or better during the AM, PM, and Saturday peak hours. The existing freeway level of service is summarized in Table 4.

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field.

Field observations revealed the following operational problems that may not be reflected in level of service calculations:

SR 87 and Narvaez Avenue – During the AM peak hour, the queue of vehicles accessing the SR 87 northbound on-ramp from northbound and southbound Narvaez Avenue are considerably long. The northbound queue on Narvaez Avenue extends beyond the intersection of Narvaez Avenue/Capitol Expressway along both the eastbound left-turn approach and the westbound right-turn approach. It was observed that because of the long queues along Narvaez Avenue, eastbound left-turning traffic on Capitol Expressway to northbound Narvaez Avenue would constantly block the intersection hindering the flow of westbound traffic along Capitol Expressway. Plenty of queue storage space for the southbound queue on

Table 4
Existing Freeway Segment Levels of Service

				Mixed-Flow Lanes					HOV Lane Traffic Volume				
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Volume/a/	Density	LOS
SR 85	Cottle Road to Blossom Hill Road	NB	AM	66	2	3,040	23.0	C	67	1	1,080	16.1	B
			PM	58	2	4,410	38.0	D	70	1	700	10.0	A
			SAT	58	2	3,087	26.6	D	70	1	490	7.0	A
SR 85	Blossom Hill Road to SR 87	NB	AM	47	2	4,330	46.1	E	52	1	2,190	42.1	D
			PM	62	2	4,340	35.0	D	70	1	840	12.0	B
			SAT	62	2	3,038	24.5	C	70	1	588	8.4	A
SR 85	SR 87 to Almaden Expressway	NB	AM	13	2	2,730	105.0	F	25	1	1,800	72.0	F
			PM	65	2	3,770	29.0	D	70	1	490	7.0	A
			SAT	65	2	2,639	20.3	C	70	1	343	4.9	A
SR 87	SR 85 to Capitol Expressway	NB	AM	26	2	3,640	70.0	F	54	1	2,220	41.1	D
			PM	66	2	2,510	19.0	C	70	1	490	7.0	A
			SAT	66	2	1,757	13.3	B	70	1	343	4.9	A
SR 87	Capitol Expressway to Curtner Avenue	NB	AM	19	2	3,200	84.2	F	23	1	1,750	76.1	F
			PM	65	2	3,900	30.0	D	70	1	630	9.0	A
			SAT	65	2	2,730	21.0	C	70	1	441	6.3	A
SR 85	Almaden Expressway to SR 87	SB	AM	66	2	3,540	27.0	D	67	1	540	8.1	A
			PM	64	2	4,100	32.0	D	70	1	1,400	20.0	C
			SAT	64	2	2,870	22.4	C	70	1	980	14.0	B
SR 85	SR 87 to Blossom Hill Road	SB	AM	66	2	2,640	20.0	C	67	1	340	5.1	A
			PM	55	2	4,400	40.0	D	70	1	1,820	26.0	C
			SAT	55	2	3,080	28.0	D	70	1	1,274	18.2	C
SR 85	Blossom Hill Road to Cottle Road	SB	AM	65	2	4,030	31.0	D	67	1	880	13.1	B
			PM	62	2	4,340	35.0	D	70	1	1,820	26.0	C
			SAT	62	2	3,038	24.5	C	70	1	1,274	18.2	C
SR 87	Curtner Avenue to Capitol Expressway	SB	AM	66	2	2,640	20.0	C	67	1	340	5.1	A
			PM	43	2	4,220	49.1	E	70	1	1,400	20.0	C
			SAT	43	2	2,954	34.3	D	70	1	980	14.0	B
SR 87	Capitol Expressway to SR 85	SB	AM	64	2	4,230	33.0	D	67	1	470	7.0	A
			PM	65	2	4,030	31.0	D	70	1	1,330	19.0	C
			SAT	65	2	2,821	21.7	C	70	1	931	13.3	B

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.

Narvaez Avenue was observed. These queues will be analyzed in detailed in the subsequent section of the report.

The remaining study intersections and transportation system were not observed to have any operational problems.

3.
Background Conditions

This chapter describes background traffic conditions. Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Background Transportation Network

It is assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network.

Background Traffic Volumes

Background peak-hour traffic volumes were calculated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments were provided by the city in the form of the Approved Trips Inventory (ATI). There is no database available for the Saturday peak hour. It is assumed that approved project traffic will be negligible during the Saturday peak hour. Background traffic volumes are shown on Figure 7.

Figure 7

BACKGROUND TRAFFIC VOLUMES

Martial Cottle Park Master Plan

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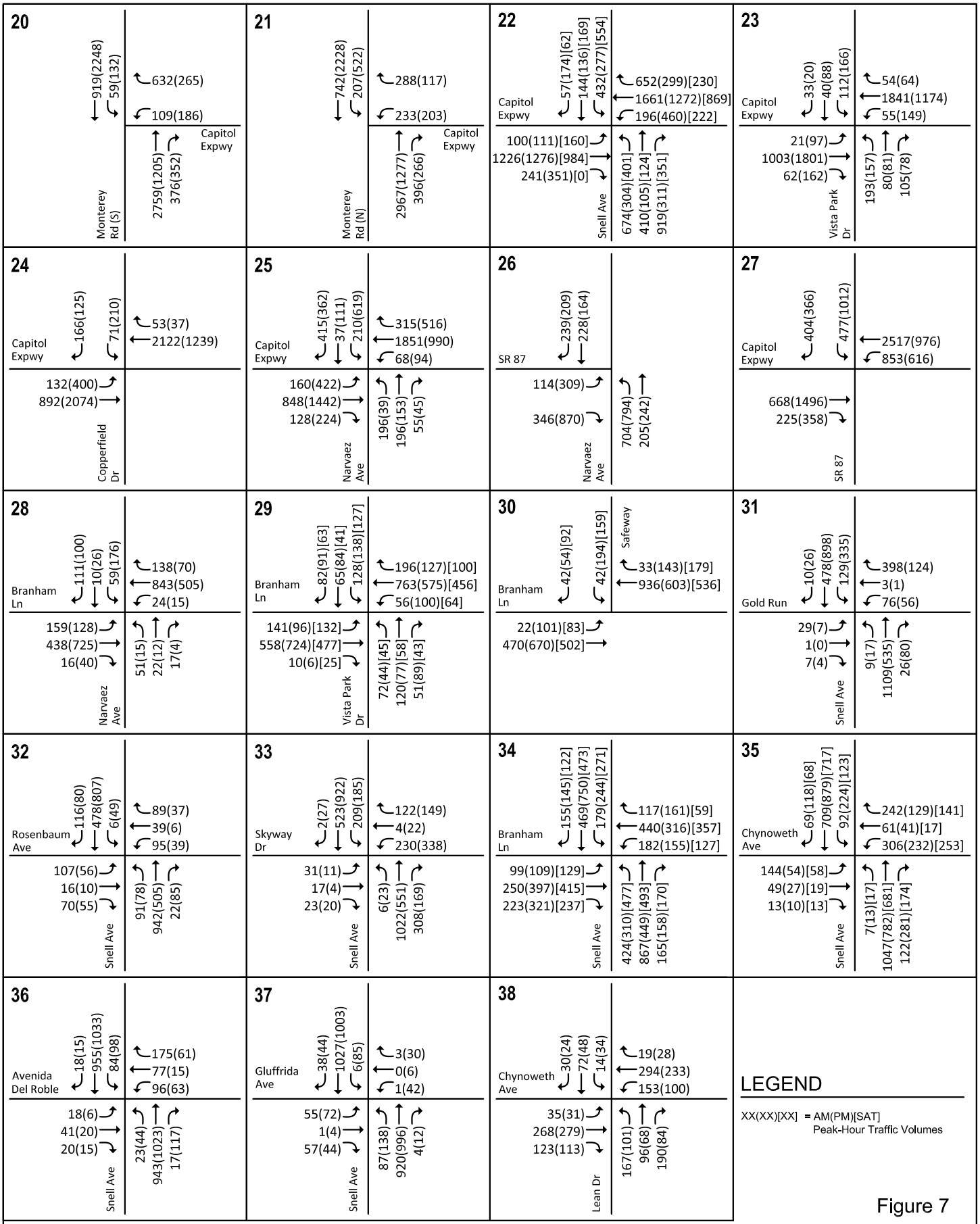

Figure 7

BACKGROUND TRAFFIC VOLUMES

Martial Cottle Park Master Plan

Hexagon
Transportation Consultants, Inc.

Background Intersection Levels of Service

City of San Jose Intersection Analysis

The results of the intersection level of service analysis under background conditions are summarized in Table 5. The results show that, measured against the City of San Jose level of service standards, four of the study intersections would operate at an unacceptable LOS E during at least one of the peak hours under background conditions. The intersections projected to operate at unacceptable levels are the following:

5 Blossom Hill Road and SR 85 (W) * (LOS E – AM Peak Hour)
14 Blossom Hill Road and Monterey Road (N) * (LOS E – AM Peak Hour)
22 Capitol Expressway and Snell Avenue (LOS E – AM Peak Hour)
27 Capitol Expressway and SR 87 * (LOS E – PM Peak Hour)

The level of service calculation sheets are included in Appendix C.

CMP Intersection Analysis

The intersection level of service results for the CMP intersections under background conditions are summarized in Table 5. The results show that, measured against the CMP level of service standards, all of the CMP study intersections currently operate at an acceptable LOS E or better during the peak hours.

Table 5
Background Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing Ave. Delay	Existing LOS	Background Ave. Delay	Background LOS
1	Blossom Hill Road and Santa Teresa Road *	AM	10/01/08	34.8	C	34.8	C
		PM	10/01/08	41.1	D	41.1	D
2	Blossom Hill Road and Playa Del Rey	AM	11/05/08	22.0	C	22.0	C
		PM	11/05/08	22.9	C	22.9	C
3	Blossom Hill Road and Cahalan Avenue	AM	02/13/08	27.8	C	27.8	C
		PM	02/13/08	38.6	D	38.6	D
4	Blossom Hill Road and Chesbro Avenue	AM	11/12/08	24.0	C	24.0	C
		PM	11/12/08	28.8	C	28.8	C
5	Blossom Hill Road and SR-85 (W) *	AM	09/10/08	58.9	E	58.9	E
		PM	09/10/08	53.3	D	53.3	D
6	Blossom Hill Road and SR-85 (E) *	AM	09/10/08	32.5	C	32.5	C
		PM	09/10/08	27.5	C	27.5	C
7	Blossom Hill Road and Snell Avenue *	AM	10/01/08	41.0	D	42.9	D
		PM	10/01/08	45.1	D	47.1	D
		SAT	01/10/09	46.4	D	46.4	D
8	Blossom Hill Road and Judith Street	AM	02/14/07	19.0	B	16.3	B
		PM	03/27/07	14.0	B	14.1	B
9	Blossom Hill Road and Eagles Lane	AM	11/13/08	20.6	C	19.8	B
		PM	11/13/08	13.9	B	14.2	B
10	Blossom Hill Road and Lean Avenue	AM	11/12/08	25.5	C	24.3	C
		PM	11/13/08	23.9	C	23.5	C
11	Blossom Hill Road and Beswick Drive	AM	11/12/08	22.5	C	26.6	C
		PM	11/13/08	19.6	B	22.7	C
12	Blossom Hill Road and Poughkeepsie Road	AM	11/12/08	13.2	B	34.5	C
		PM	11/13/08	13.8	B	28.6	C
13	Blossom Hill Road and Monterey Road (S) *	AM	09/25/08	24.3	C	23.3	C
		PM	09/25/08	24.4	C	48.3	D
14	Blossom Hill Road and Monterey Road (N) *	AM	09/24/08	26.5	C	69.3	E
		PM	09/24/08	18.3	B	29.3	C
15	Chynoweth Avenue and Monterey Road	AM	03/27/07	46.0	D	52.8	D
		PM	03/27/07	45.4	D	46.0	D
		SAT	01/10/09	41.9	D	41.9	D
16	Edenview Drive and Monterey Road	AM	03/27/07	19.8	B	14.7	B
		PM	03/27/07	13.8	B	11.3	B
17	Branham Lane and Monterey Road *	AM	09/23/08	47.1	D	47.5	D
		PM	09/23/08	38.8	D	35.9	D
		SAT	01/10/09	39.9	D	39.9	D
18	Skyway Drive and Monterey Road *	AM	09/11/08	47.7	D	49.4	D
		PM	09/11/08	30.3	C	31.0	C
19	Senter Road and Monterey Road *	AM	09/11/08	28.6	C	29.1	C
		PM	09/11/08	30.1	C	30.5	C
20	Capitol Expressway and Monterey Road (S) *	AM	09/30/08	32.0	C	33.5	C
		PM	09/30/08	13.8	B	14.7	B
21	Capitol Expressway and Monterey Road (N) *	AM	09/30/08	24.7	C	25.7	C
		PM	09/30/08	19.9	B	21.0	C
22	Capitol Expressway and Snell Avenue *	AM	09/09/08	59.7	E	62.0	E
		PM	10/01/08	36.8	D	36.8	D
		SAT	01/10/09	46.3	D	46.3	D
23	Capitol Expressway and Vista Park Drive	AM	04/03/08	24.8	C	25.5	C
		PM	04/03/08	31.1	C	31.3	C
24	Capitol Expressway and Copperfield Drive	AM	04/03/08	11.3	B	11.2	B
		PM	04/03/08	17.0	B	17.0	B
25	Capitol Expressway and Narvaez Avenue *	AM	10/09/08	37.0	D	39.4	D
		PM	10/01/08	41.1	D	46.0	D
26	SR 87 and Narvaez Avenue	AM	05/31/07	12.7	B	14.0	B
		PM	05/31/07	14.5	B	15.0	B
27	Capitol Expressway and SR 87 *	AM	10/09/08	33.0	C	33.3	C
		PM	10/01/08	50.9	D	56.5	E
28	Branham Lane and Narvaez Avenue	AM	11/19/08	19.7	B	19.7	B
		PM	11/19/08	19.9	B	19.9	B
29	Branham Lane and Vista Park Drive	AM	11/19/08	21.9	C	21.9	C
		PM	11/19/08	22.1	C	22.1	C
		SAT	01/10/09	23.4	C	23.4	C
30	Branham Lane and Safeway	AM	11/18/08	14.3	B	14.3	B
		PM	11/18/08	11.9	B	11.9	B
		SAT	01/10/09	11.5	B	11.5	B
31	Gold Run and Snell Avenue	AM	11/13/08	27.3	C	27.3	C
		PM	11/13/08	18.4	B	18.4	B
32	Rosenbaum Avenue and Snell Avenue	AM	11/20/08	19.6	B	19.6	B
		PM	11/19/08	15.5	B	15.5	B
33	Skyway Drive and Snell Avenue	AM	11/12/08	28.9	C	28.8	C
		PM	11/13/08	25.3	C	24.4	C
34	Branham Lane and Snell Avenue	AM	11/18/08	31.6	C	31.6	C
		PM	11/18/08	33.5	C	33.5	C
		SAT	01/10/09	34.7	C	34.7	C
35	Chynoweth Avenue and Snell Avenue	AM	11/06/08	30.2	C	30.2	C
		PM	11/06/08	29.5	C	29.5	C
		SAT	01/10/09	29.6	C	29.6	C
36	Avenida Del Roble and Snell Avenue	AM	11/06/08	19.2	B	19.2	B
		PM	11/06/08	13.2	B	13.2	B
37	Giuffrida Avenue and Snell Avenue	AM	11/06/08	11.4	B	11.4	B
		PM	11/06/08	15.5	B	15.5	B
38	Chynoweth Avenue and Lean Drive	AM	03/19/08	35.5	D	35.5	D
		PM	03/19/08	33.3	C	33.0	C

* Denotes CMP Intersections

4.
Project Impacts and Mitigation Measures

This chapter describes project traffic conditions, significant project impacts, and measures that are recommended to mitigate project impacts. Included are descriptions of the significance criteria that define an impact, estimates of project-generated traffic, identification of the impacts, and descriptions of the mitigation measures. Project conditions are represented by background traffic conditions with the addition of traffic generated by the project.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, there are various sets of relevant criteria for impacts on intersections and freeway segments. These are based on (1) the City of San Jose (CSJ) Level of Service standards, (2) the CMP Level of Service standards, (3) the CMP Freeway Segment Level of Service standards, and (4) the City of San Jose traffic operations requirements.

Project impacts on other transportation facilities, such as bicycle facilities and transit, were determined on the basis of engineering judgment.

City of San Jose Definition of Significant Intersection Impacts

All intersections within the City of San Jose, including CMP designated intersections, are required to meet the City's LOS standard of LOS D.

The project is said to create a significant adverse impact on traffic conditions at signalized intersections if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under project conditions, or

2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average control delay for critical movements (i.e. the change in average control delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

CMP Definition of Significant Intersection Impacts

The definition of a significant impact at a CMP intersection is the same as for the City of San Jose, except that the CMP standard for acceptable level of service at a CMP intersection is LOS E or better. A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to LOS E or better.

CMP Definition of Significant Freeway Segment Impacts

A project is said to create a significant adverse impact on traffic conditions on a CMP freeway segment if for either peak hour:

1. The level of service on the freeway segment is an unacceptable LOS F under project conditions, and
2. The number of project trips on that segment constitutes at least one percent of capacity on that segment.
3. The level of service on the freeway segment degrades from an acceptable LOS under existing conditions to an unacceptable LOS F under project conditions.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore freeway conditions to background conditions or better.

Traffic Operational Requirements

Traffic operational requirements are determined based on the adequacy of existing storage to accommodate estimated maximum vehicle queues at turn pockets. The project is said to create a significant adverse impact on traffic conditions if for either peak-hour:

The estimated maximum (95^{th}-percentile) vehicle queue exceeds the available storage capacity of an intersection turn pocket.

A significant traffic operational impact is said to be satisfactorily mitigated when measures are implemented that would provide the storage capacity needed to accommodate the estimated maximum vehicle queues.

Transportation Network Under Project Conditions

It is assumed in this analysis that the transportation network under project conditions scenarios would be the same as described under background conditions.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses, there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. However, the proposed park will consist of land uses that are atypical of common parks. Therefore, documented trip generation data provided for common parks were investigated and found to be inapplicable to the proposed project and not used to estimate trips for the proposed project.

Thus, the trip estimates for the proposed project were developed based upon land use assumptions and visitor data provided by County Parks' staff. The visitor data was then converted into vehicular trips based on assumptions for mode split, time of arrival/departure, and vehicle occupancy rates. The vehicular conversion assumptions were based on engineering judgment by Hexagon staff.

Driveway and vehicle occupancy counts were conducted at a comparable existing park for the purpose of providing support for the use of the estimated trip generation based upon the proposed park usage. The counts were conducted at Ardenwood Park in Fremont, California in April 2009. The data collected indicated much lower trip generation characteristics than those estimated based upon the proposed park usage. Therefore, as a conservative approach, the analysis presented within this report utilizes trip estimates for the proposed project developed using land use assumptions and visitor data provided by County Parks' staff. The project trip generation estimates are presented in Table 6.

Based on land use and visitor assumptions, it is estimated that the proposed project would generate 278 AM peak-hour trips (247 inbound trips and 31 outbound trips) and 266 PM peak-hour trips (114 inbound trips and 152 outbound trips).

Table 6
Project Trip Generation Estimates

ESTIMATE OF MAXIMUM VISITOR USE FOR TRAFFIC ANALYSIS

Typical Weekday Use Assumptions

Weekday Total Visitors/Staff Person Trips

Typical Weekday Use Assumptions	Staff/ Ag Lessee	Visitors	Other	Arrivals %	AM Peak	%	PM Peak	%	Other time	Total	Departures %	AM Peak	%	PM Peak	%	Other time	Total
Trails (2.25 miles)- Pedestrian		177		40%	71	30%	53	30%	53	177	10%	18	10%	18	80%	142	177
Trails (2.25 miles)- Bikes		31		20%	6	50%	16	30%	9	31	10%	3	20%	6	70%	22	31
Picnic Areas/ Park area	10			50%	5	0%	0	50%	5	10	0%	0	50%	5	50%	5	10
		417		0%	0	20%	83	80%	333	417	0%	0	50%	208	50%	208	417
1 large group site (300 person capacity)					0		0		0	0		0		0		0	0
2 medium group sites (100 person capacity)					0		0		0	0		0		0		0	0
5 small group sites (50 people)					0		0		0	0		0		0		0	0
50 family picnic sites (10 people)					0		0		0	0		0		0		0	0
Production Agriculture	30			100%	30	0%	0	0%	0	30	0%	0	100%	30	0%	0	30
Community Garden- assumes 115 plots and 85% of plots receiving one visit		100		0%	0	0%	0	100%	100	100	0%	0	30%	30	70%	70	100
Youth Agriculture		40			0		0		0	0		0		0		0	0
Daily visits to tend to youth ag (10 in early am, 10 in evening)		20		50%	10	50%	10	0%	0	20	0%	0	0%	0	100%	20	20
Evening meetings - kids dropped off and picked up (twice the trip ends)		20		0%	0	100%	20	100%	20	40	0%	0	100%	20	100%	20	40
Demo Gardens (30 people between 8 and 11 am on two mornings/wk)		30		50%	15	0%	0	50%	15	30	0%	0	0%	0	100%	30	30
Demo Gardens (130 people midday for meeting once per month)		130		0%	0	0%	0	100%	130	130	0%	0	0%	0	100%	130	130
Research		3		80%	2	0%	0	20%	1	3	0%	0	20%	1	80%	2	3
Farmer's Market - Weekly morning event for nine months	40			100%	40	0%	0	0%	0	40	0%	0	0%	0	100%	40	40
		1,000		20%	200	0%	0	80%	800	1000	0%	0	0%	0	100%	1000	1000
Produce Stand and Cafe	6			70%	4	0%	0	30%	2	6	0%	0	40%	2	60%	4	6
		625		20%	125	20%	125	60%	375	625	10%	63	10%	63	80%	500	625
School Group Visits			1 bus per day	Bus will arrive/depart outside the peak hours													
	TOTAL WEEKDAY PERSON TRIPS				509		307		1843	2659		83		383		2193	2659

Estimated Weekday Trips Generation

	AM Peak Inbour	Outbo	Total	PM Peak Inbour	Outbo	Total	%	icle Occupa	Vehicle Occupancy Assumptions
Trails (2.25 miles)- Pedestrian	24	6	30	18	6	24	50%	1.5	50% of pedestrians will drive, 1.5 persons per vehicle (ppv)
Trails (2.25 miles)- Bikes							0%		0% of the bikers will drive
Picnic Areas/ Park area	5	0	5	0	5	5	100%	1	100% of the picnic/park areas staff will drive, 1 ppv
	0	0	0	28	69	97	100%	3	100% of the picnic/park areas visitors will drive, 3 ppv
Production Agriculture	30	0	30	0	30	30	100%	1	100% of the production ag staff will drive, 1 ppv
Community Garden- assumes 115 plots and 85% of plots receiving one visit	0	0	0	0	30	30	100%	1	100% of the community garden visitors will drive, 1 ppv
Daily visits to tend to youth ag (10 in early am, 10 in evening)	5	0	5	5	0	5	80%	1.5	80% of youth ag will drive, 1.5 ppv
Evening meetings - kids dropped off and picked up (twice the trip ends)	0	0	0	13	13	27	100%	1.5	100% of evening meetings attendees will drive, 1.5 ppv
Demo Gardens (30 people between 8 and 11 am on two mornings/wk)	10	0	10	0	0	0	100%	1.5	100% of demo gardens attendees will drive, 1.5 ppv
Demo Gardens (130 people midday for meeting once per month)	0	0	0	0	0	0	100%	1.5	100% of demo gardens meetings attendees will drive, 1.5 ppv
Research	2	0	2	0	1	1	100%	1	100% of research will drive, 1 ppv
Farmer's Market - Weekly morning event for nine months	40	0	40	0	0	0	100%	1	100% of the farmer's market staff will drive, 1 ppv
	107	0	107	0	0	0	80%	1.5	80% of farme's market visitors will drive, 1.5 ppv
Produce Stand and Cafe	4	0	4	0	2	2	100%	1	100% of the produce stand/cafe staff will drive, 1 ppv
	50	25	75	50	25	75	70%	1.75	70% of the produce stand/café visitors will drive, 1.75 ppv
TOTAL WEEKDAY PERSON TRIPS	277	31	308	114	182	296			

Typical Weekend Day Use Assumptions (high season)

Weekend Total Visitors/Staff Person Trips

Typical Weekend Day Use Assumptions (high season)	Staff/ Ag Lessee	Visitors	Arrivals %	Before Midday Peak	%	Midday Peak	%	After Midday Peak	Total	Departures %	Before Midday Peak	%	Midday Peak	%	After Midday Peak	Total
Trails (2.25 miles)-Pedestrian		531	60%	319	10%	53	30%	159	531	40%	212	10%	53	50%	266	531
Trails (2.25 miles)- Bikes		94	40%	38	20%	19	40%	38	94	30%	28	20%	19	50%	47	94
Picnic Areas/ Park area	**15**		50%	8	0%	0	50%	8	15	0%	0	0%	0	100%	15	15
		1250	20%	250	50%	625	30%	375	1250	0%	0	10%	125	90%	1125	1250
1 large group site (300 person capacity)		*300*		0		0		0	0		0		0		0	0
2 medium group sites (100 person capacity)		*200*		0		0		0	0		0		0		0	0
5 small group sites (50 people)		*250*		0		0		0	0		0		0		0	0
50 family picnic sites (10 people)		*500*		0		0		0	0		0		0		0	0
				0		0		0	0		0		0		0	0
Production Agriculture	30		100%	30	0%	0	0%	0	30	0%	0	0%	0	100%	30	30
Community Garden - assume 115 family plots, and average of one visit per		115	60%	69	20%	23	20%	23	115	20%	23	10%	12	70%	81	115
Youth Agriculture																
Daily visits to tend to youth ag (10 in early am, 10 in evening)	1		100%	1	0%	0	0%	0	1	0%	0	0%	0	100%	1	1
		20	50%	10	0%	0	50%	10	20	0%	0	50%	10	50%	10	20
Once per month workday - kids dropped off in am and picked up	1		100%	1	0%	0	0%	0	1	0%	0	0%	0	100%	1	1
twice the number of trip ends because kids are dropped off		30	100%	30	0%	0	100%	30	60	100%	30	0%	0	100%	30	60
Demo Gardens (50 people between 8 and 11 am on two mornings/wk)		50	100%	50	0%	0	0%	0	50	0%	0	0%	0	100%	50	50
Research	3		100%	3	0%	0	0%	0	3	0%	0	0%	0	100%	3	3
		20	80%	16	20%	4	0%	0	20	0%	0	20%	4	80%	16	20
Produce Stand and Cafe Only *(Day)*	6		70%	4	0%	0	30%	2	6	0%	0	0%	0	100%	6	6
		1,250	30%	375	20%	250	50%	625	1250	20%	250	10%	125	70%	875	1250
				1203		974		1269	3446		544		347		2555	3446

Estimated Weekend Trips Generation

	Midday Peak Inbour	Outbo	Total	Before Peak Inbour	Outbo	Total	After Peak Inbour	Outbo	Total	%		Vehicle Occupancy Assumptions
Trails (2.25 miles)-Pedestrian	18	18	35	106	71	177	53	89	142	50%	1.5	50% of pedestrians will drive, 1.5 ppv
Trails (2.25 miles)- Bikes										0%		0% of the bikers will drive
Picnic Areas/ Park area	0	0	0	8	0	8	8	15	23	100%	1	100% of the picnic/park areas staff will drive, 1 ppv
	208	42	250	83	0	83	125	375	500	100%	3	100% of the picnic/park areas visitors will drive, 3 ppv
Production Agriculture	0	0	0	30	0	30	0	30	30	100%	1	100% of the production ag staff will drive, 1 ppv
Community Garden - assume 115 family plots, and average of one visit per	23	12	35	69	23	92	23	81	104	100%	1	100% of the community garden visitors will drive, 1 ppv
Youth Agriculture												
Daily visits to tend to youth ag (10 in early am, 10 in evening)	0	0	0	1	0	1	0	1	1	100%	1	100% of youth ag staff will drive, 1 ppv
	0	5	5	5	0	5	5	5	11	80%	1.5	80% of youth ag will drive, 1.5 ppv
Once per month workday - kids dropped off in am and picked up	0	0	0	1	0	1	0	1	1	100%	1	100% of monthly workday staff will drive, 1 ppv
twice the number of trip ends because kids are dropped off	0	0	0	20	20	40	20	20	40	100%	1.5	100% of monthly workday attendees will drive, 1.5 ppv
Demo Gardens (50 people between 8 and 11 am on two mornings/wk)	0	0	0	33	0	33	0	33	33	100%	1.5	100% of demo gardens attendees will drive, 1.5 ppv
Research	0	0	0	3	0	3	0	3	3	100%	1	100% of research staff will drive, 1 ppv
	3	3	5	11	0	11	0	11	11	100%	1.5	100% of research will drive, 1.5 ppv
Produce Stand and Cafe Only *(Day)*	0	0	0	4	0	4	2	6	8	100%	1	100% of the produce stand/cafe staff will drive, 1 ppv
	114	57	171	171	114	286	286	400	686	80%	1.75	80% of the produce stand/café visitors will drive, 1.75 ppv

Events (weekend only)

Weekend Events Total Visitors/Staff Person Trips

Events (weekend only)	Staff/ Ag Lessee	Visitors	Number per year	Arrivals %	Before Midday Peak	%	Midday Peak	%	After Midday Peak	Total	Departures %	Before Midday Peak	%	Midday Peak	%	After Midday Peak	Total
Medium Private Event (Wedding; Pavilion Rental, etc.)	10		52	50%	5	0%	0	50%	5	10	0%	0	0%	0	100%	10	10
		350		0%	0	40%	140	60%	210	350	0%	0	10%	35	90%	315	350
Medium Public Event (Master Gardener's Event)	50	400	2														
Other Large Events - Festivals	300	6,000	2														

	Midday Peak Inbour	Outbo	Total	Before Peak Inbour	Outbo	Total	After Peak Inbour	Outbo	Total	%		Vehicle Occupancy Assumptions
Medium Private Event (Wedding; Pavilion Rental, etc.)	0	0	0	5	0	5	5	10	15	100%	1	100% of the private event staff will drive, 1 ppv
	56	14	70	0	0	0	84	126	210	100%	2.5	100% of the private event visitors will drive, 2.5 ppv

		Arrivals Before Midday Peak	%	Midday Peak	%	After Midday Peak	Total	Departures Before Midday Peak	%	Midday Peak	%	After Midday Peak	Total
	TOTAL WEEKEND PERSON TRIPS	1208		1114		1484	3806	544		382		2880	3806

	Midday Peak Inbour	Outbo	Total	Before Peak Inbour	Outbo	Total	After Peak Inbour	Outbo	Total
TOTAL WEEKEND PERSON TRIPS	422	150	572	551	228	779	610	1205	1816

Trip Distribution

The trip distribution pattern for the proposed project was estimated based on existing travel patterns in the area and the locations of complementary land uses. The trip distribution patterns are shown graphically on Figure 8.

Trip Assignment

The peak-hour trips generated by the proposed development were assigned to the roadway system in accordance with the trip distribution pattern discussed above. Figure 9 show the project trip assignment at the study intersections.

Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to background traffic volumes to obtain background plus project traffic volumes. Background traffic volumes plus project trips are typically referred to simply as *project traffic volumes*; this is contrasted with the term *project trips,* which is used to signify the traffic that is produced specifically by the project. The project traffic volumes are shown graphically on Figure 10. Traffic volumes for all components of traffic are tabulated in Appendix B.

Project Intersection Analysis

City of San Jose Intersection Analysis

The results of the level of service analysis under project conditions are summarized in Table 7. The results show that the same four intersections projected to operate at LOS E under background conditions will continue to operate at unacceptable levels. However, when measured against the City of San Jose level of service standards, no study intersection would be impacted by the project. The following intersections are projected to operate at unacceptable levels:

5 Blossom Hill Road and SR 85 (W) * (LOS E – AM Peak Hour)
14 Blossom Hill Road and Monterey Road (N) * (LOS E – AM Peak Hour)
22 Capitol Expressway and Snell Avenue (LOS E – AM Peak Hour)
27 Capitol Expressway and SR 87 * (LOS E – PM Peak Hour)

All other study intersections are projected to operate at acceptable levels. The level of service calculation sheets are included in Appendix C.

CMP Intersection Analysis

The intersection level of service results for the CMP intersections under project conditions are summarized in Table 7. The results show that, measured against the CMP level of service standards, all of the CMP study intersections are projected to operate at an acceptable LOS E or better under project conditions.

Figure 8

PROJECT TRIP DISTRIBUTION

Martial Cottle Park Master Plan

Hexagon
Transportation Consultants, Inc.

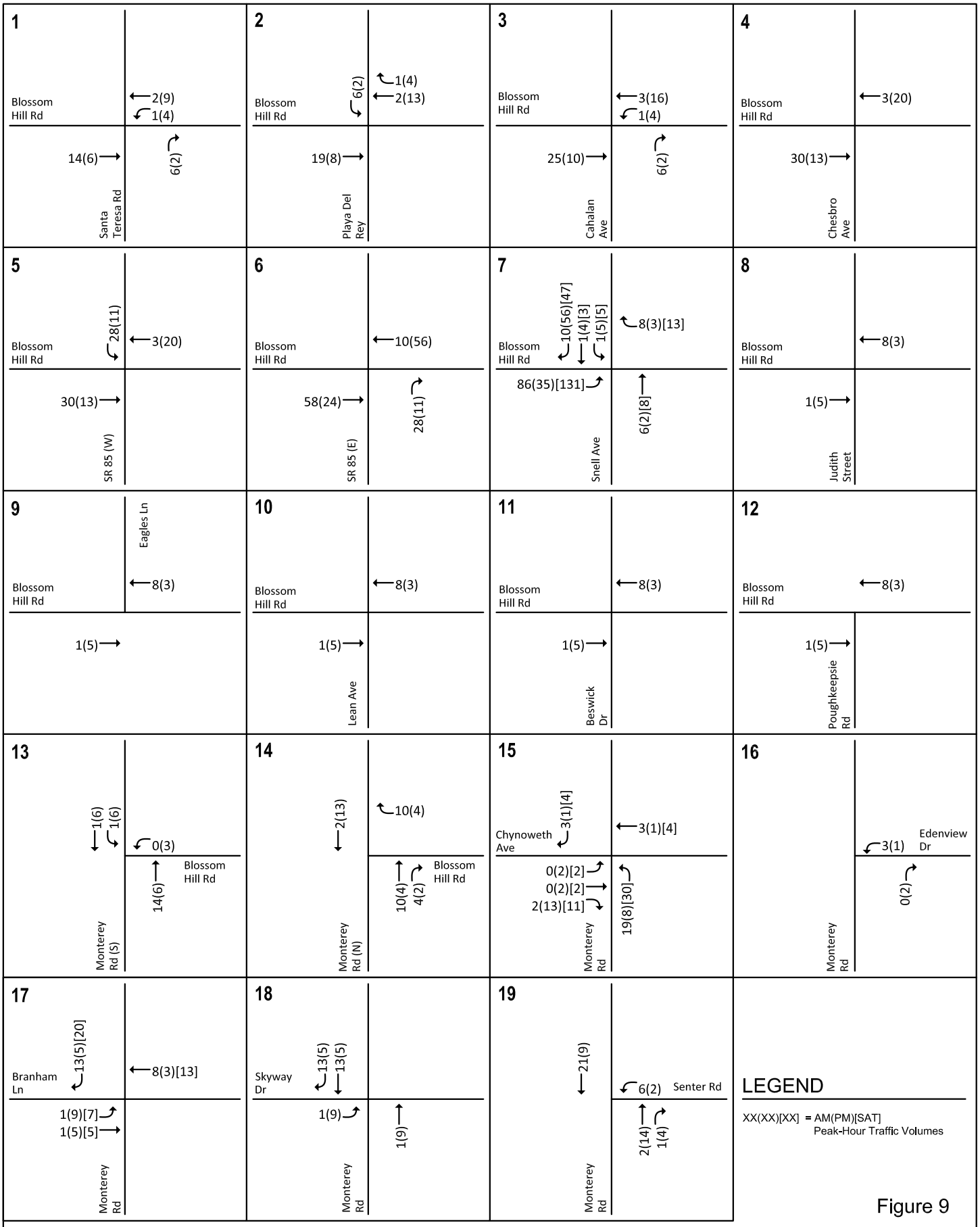

Figure 9

PROJECT TRIP ASSIGNMENT

Martial Cottle Park Master Plan

Hexagon
Transportation Consultants, Inc.

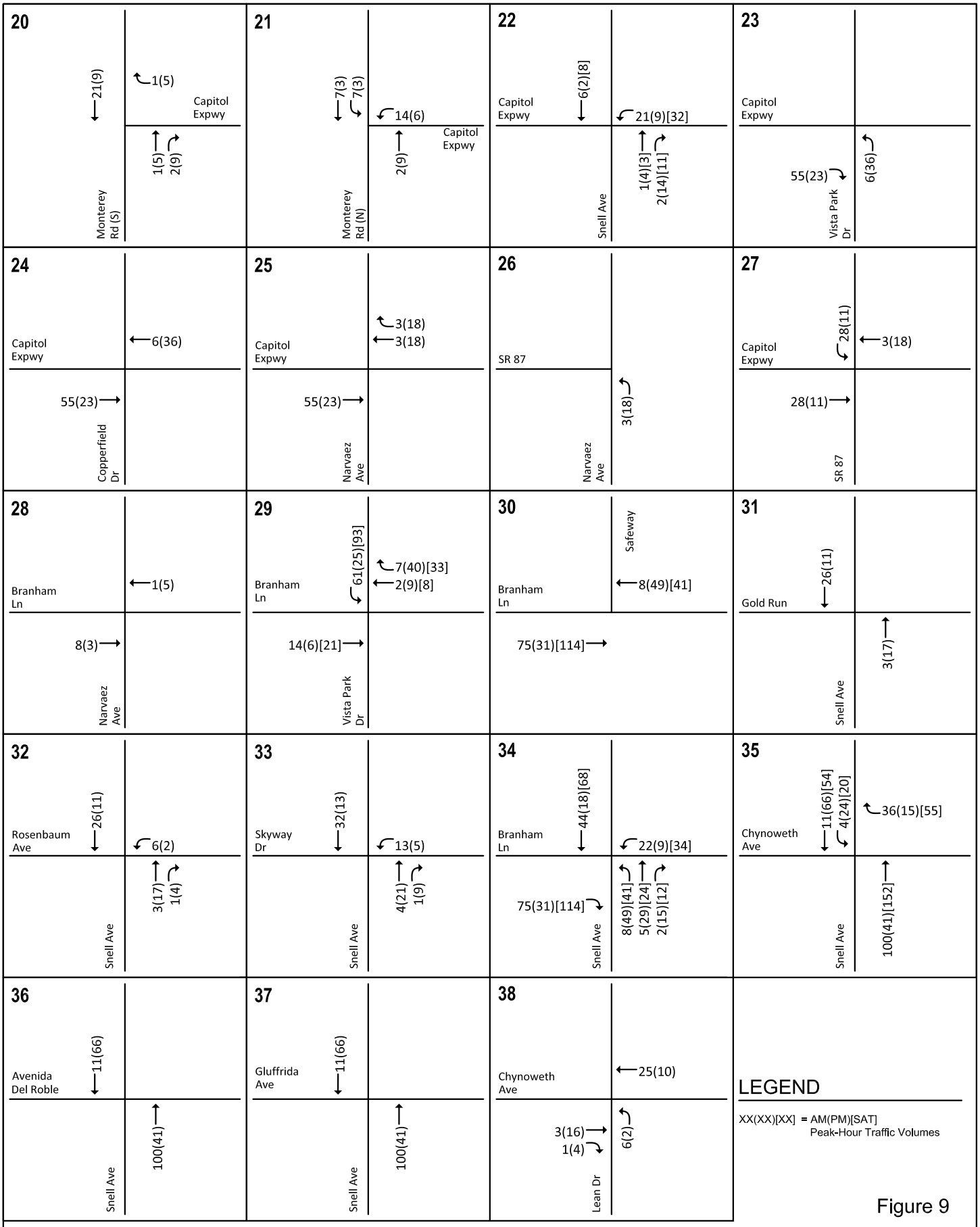

Figure 9

PROJECT TRIP ASSIGNMENT

Martial Cottle Park Master Plan

Hexagon
Transportation Consultants, Inc.

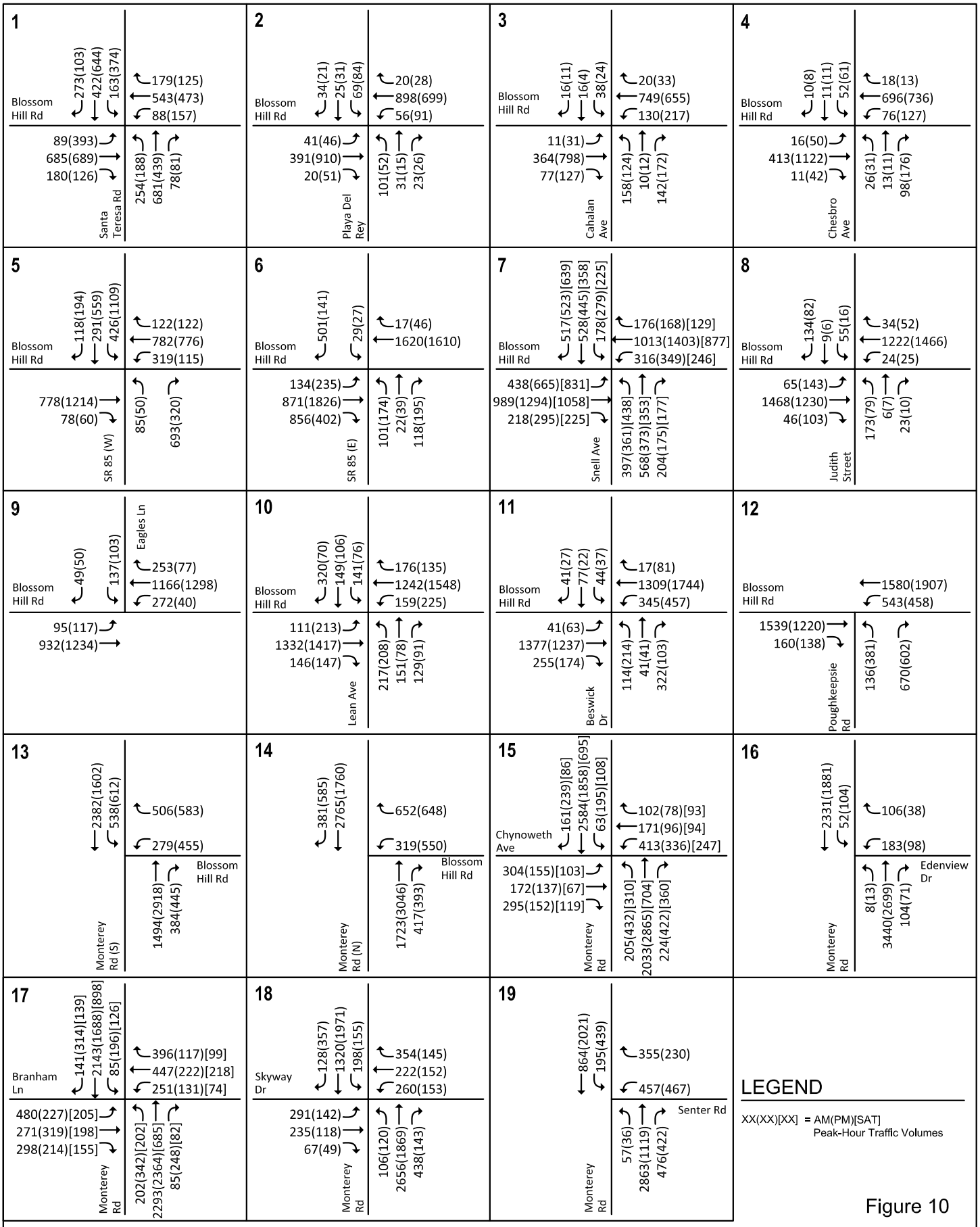

Figure 10

BACKGROUND PLUS PROJECT TRAFFIC VOLUMES

Hexagon
Transportation Consultants, Inc.

Martial Cottle Park Master Plan

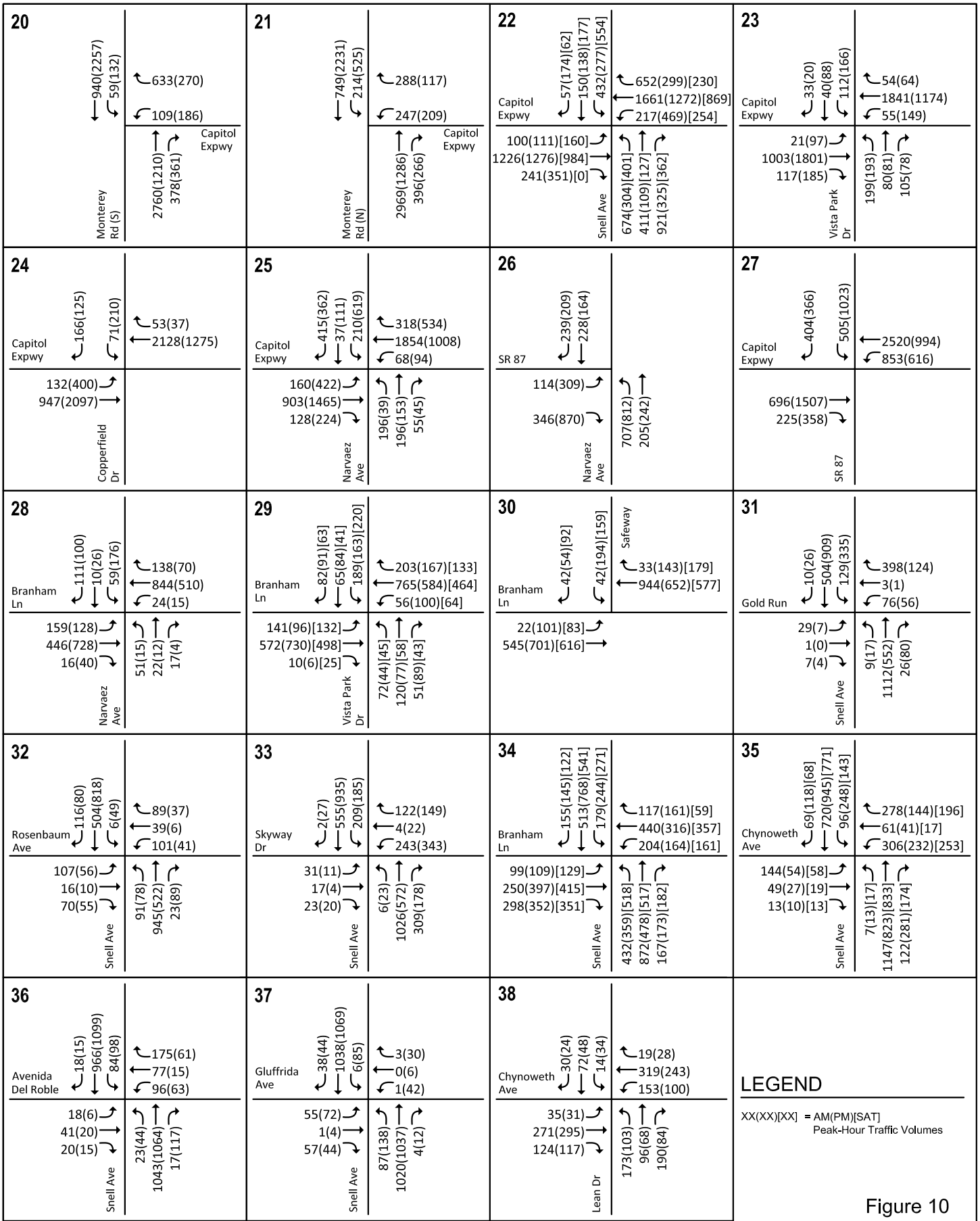

Figure 10

BACKGROUND PLUS PROJECT TRAFFIC VOLUMES

Hexagon
Transportation Consultants, Inc.

Martial Cottle Park Master Plan

Table 7
Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Background Ave. Delay	Background LOS	Project Conditions Ave. Delay	Project Conditions LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Blossom Hill Road and Santa Teresa Road *	AM	10/01/08	34.8	C	34.8	C	-0.1	0.003
		PM	10/01/08	41.1	D	41.1	D	0.0	0.002
2	Blossom Hill Road and Playa Del Rey	AM	11/05/08	22.0	C	22.0	C	0.0	0.000
		PM	11/05/08	22.9	C	22.9	C	0.0	0.003
3	Blossom Hill Road and Cahalan Avenue	AM	02/13/08	27.8	C	28.2	C	0.3	0.001
		PM	02/13/08	38.6	D	38.5	D	0.1	0.006
4	Blossom Hill Road and Chesbro Avenue	AM	11/12/08	24.0	C	23.9	C	0.0	0.001
		PM	11/12/08	28.8	C	28.5	C	-0.2	0.002
5	Blossom Hill Road and SR-85 (W) *	AM	09/10/08	58.9	E	60.8	E	2.7	0.015
		PM	09/10/08	53.3	D	53.7	D	0.6	0.006
6	Blossom Hill Road and SR-85 (E) *	AM	09/10/08	32.5	C	33.6	C	1.3	0.002
		PM	09/10/08	27.5	C	27.8	C	0.2	0.018
7	Blossom Hill Road and Snell Avenue *	AM	10/01/08	42.9	D	42.9	D	-0.2	0.006
		PM	10/01/08	47.1	D	47.5	D	0.6	0.013
		SAT	01/10/09	46.4	D	46.3	D	-0.6	0.029
8	Blossom Hill Road and Judith Street	AM	02/14/07	16.3	B	16.3	B	0.0	0.000
		PM	03/27/07	14.1	B	14.0	B	0.0	0.001
9	Blossom Hill Road and Eagles Lane	AM	11/13/08	19.8	B	19.8	B	0.0	0.000
		PM	11/13/08	14.2	B	14.1	B	0.0	0.001
10	Blossom Hill Road and Lean Avenue	AM	11/12/08	24.3	C	24.3	C	0.0	0.000
		PM	11/13/08	23.5	C	23.4	C	0.0	0.001
11	Blossom Hill Road and Beswick Drive	AM	11/12/08	26.6	C	26.5	C	0.0	0.000
		PM	11/13/08	22.7	C	22.7	C	0.0	0.001
12	Blossom Hill Road and Poughkeepsie Road	AM	11/12/08	34.5	C	34.5	C	0.0	0.000
		PM	11/13/08	28.6	C	28.6	C	0.0	0.001
13	Blossom Hill Road and Monterey Road (S) *	AM	09/25/08	23.3	C	23.4	C	0.0	0.000
		PM	09/25/08	48.3	D	49.5	D	1.9	0.005
14	Blossom Hill Road and Monterey Road (N) *	AM	09/24/08	69.3	E	71.1	E	2.9	0.007
		PM	09/24/08	29.3	C	29.7	C	0.6	0.003
15	Chynoweth Avenue and Monterey Road	AM	03/27/07	52.8	D	54.8	D	3.7	0.014
		PM	03/27/07	46.0	D	46.8	D	-0.3	0.006
		SAT	01/10/09	41.9	D	43.7	D	1.7	0.043
16	Edenview Drive and Monterey Road	AM	03/27/07	14.7	B	14.8	B	0.2	0.002
		PM	03/27/07	11.3	B	11.4	B	0.1	0.001
17	Branham Lane and Monterey Road *	AM	09/23/08	47.5	D	47.5	D	0.0	0.000
		PM	09/23/08	35.9	D	36.2	D	0.4	0.003
		SAT	01/10/09	39.9	D	40.2	D	0.4	0.006
18	Skyway Drive and Monterey Road *	AM	09/11/08	49.4	D	49.3	D	0.1	0.000
		PM	09/11/08	31.0	C	31.2	C	0.2	0.004
19	Senter Road and Monterey Road *	AM	09/11/08	29.1	C	29.2	C	0.2	0.002
		PM	09/11/08	30.5	C	30.5	C	0.0	0.003
20	Capitol Expressway and Monterey Road (S) *	AM	09/30/08	33.5	C	33.5	C	0.1	0.001
		PM	09/30/08	14.7	B	14.9	B	0.3	0.005
21	Capitol Expressway and Monterey Road (N) *	AM	09/30/08	25.7	C	26.0	C	0.3	0.003
		PM	09/30/08	21.0	C	21.1	C	0.0	0.003
22	Capitol Expressway and Snell Avenue *	AM	09/09/08	62.0	E	61.5	E	-1.9	-0.006
		PM	10/01/08	36.8	D	37.0	D	0.3	0.004
		SAT	01/10/09	46.3	D	47.2	D	1.7	0.007
23	Capitol Expressway and Vista Park Drive	AM	04/03/08	25.5	C	25.3	C	0.0	0.000
		PM	04/03/08	31.3	C	31.5	C	0.0	0.000
24	Capitol Expressway and Copperfield Drive	AM	04/03/08	11.2	B	11.1	B	0.0	0.001
		PM	04/03/08	17.0	B	16.9	B	0.0	0.004
25	Capitol Expressway and Narvaez Avenue *	AM	10/09/08	39.4	D	39.3	D	0.0	0.001
		PM	10/01/08	46.0	D	45.8	D	-0.2	0.003
26	SR 87 and Narvaez Avenue	AM	05/31/07	14.0	B	14.0	B	0.0	0.001
		PM	05/31/07	15.0	B	15.0	B	-0.1	0.000
27	Capitol Expressway and SR 87 *	AM	10/09/08	33.3	C	33.5	C	0.0	0.001
		PM	10/01/08	56.5	E	57.5	E	2.2	0.007
28	Branham Lane and Narvaez Avenue	AM	11/19/08	19.7	B	19.7	B	0.0	0.000
		PM	11/19/08	19.9	B	19.9	B	0.0	0.001
29	Branham Lane and Vista Park Drive	AM	11/19/08	21.9	C	23.3	C	1.9	0.042
		PM	11/19/08	22.1	C	22.6	C	0.7	0.019
		SAT	01/10/09	23.4	C	25.1	C	1.6	0.065
30	Branham Lane and Safeway	AM	11/18/08	14.3	B	14.3	B	0.6	0.005
		PM	11/18/08	11.9	B	12.1	B	0.4	0.030
		SAT	01/10/09	11.5	B	11.5	B	0.2	0.025
31	Gold Run and Snell Avenue	AM	11/13/08	27.3	C	27.3	C	0.0	0.001
		PM	11/13/08	18.4	B	18.4	B	-0.1	0.002
32	Rosenbaum Avenue and Snell Avenue	AM	11/20/08	19.6	B	19.9	B	0.4	0.004
		PM	11/19/08	15.5	B	15.5	B	-0.1	0.002
33	Skyway Drive and Snell Avenue	AM	11/12/08	28.8	C	28.6	C	0.1	0.005
		PM	11/13/08	24.4	C	24.5	C	0.0	0.004
34	Branham Lane and Snell Avenue	AM	11/18/08	31.6	C	31.7	C	0.8	0.028
		PM	11/18/08	33.5	C	33.9	C	0.9	0.041
		SAT	01/10/09	34.7	C	35.1	D	2.0	0.061
35	Chynoweth Avenue and Snell Avenue	AM	11/06/08	30.2	C	30.6	C	0.2	0.032
		PM	11/06/08	29.5	C	29.6	C	0.7	0.028
		SAT	01/10/09	29.6	C	29.1	C	0.0	0.058
36	Avenida Del Roble and Snell Avenue	AM	11/06/08	19.2	B	18.6	B	-0.9	0.029
		PM	11/06/08	13.2	B	11.9	B	-4.2	-0.012
37	Giuffrida Avenue and Snell Avenue	AM	11/06/08	11.4	B	11.1	B	-0.1	0.003
		PM	11/06/08	15.5	B	15.1	B	-0.5	0.019
38	Chynoweth Avenue and Lean Drive	AM	03/19/08	35.5	D	35.5	D	0.0	0.005
		PM	03/19/08	33.0	C	32.8	C	-0.3	0.006

* Denotes CMP Intersections

Freeway Segment Analysis

Project traffic volumes on the freeway segments were estimated by adding to existing freeway volumes the estimated project trips on freeway segments. The results of the analysis are summarized in Table 8. The results show that the mixed-flow lanes on three of the ten directional freeway segments analyzed would operate at an unacceptable LOS F during at least one of the peak hours under project conditions. All other freeway segments analyzed would operate at LOS E or better during the AM, PM, and Saturday peak hours.

Project traffic would constitute less than one percent of freeway capacity on each of the segments. Therefore, based on the CMP criteria, the project would not have a significant impact on any of the study freeway segments under project conditions.

Table 8
Project Conditions Freeway Segment Levels of Service

					Existing Plus Project											Project Trips			
					Mixed-Flow						HOV Lane					Mixed-Flow		HOV Lane	
Freeway	Segment	Direction	Peak Hour	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Ave. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Volume	% Capacity	Volume	% Capacity
SR 85	Cottle Road to Blossom Hill Road	NB	AM	66	2	4,400	3,061	23.2	C	67	1	1,800	1,087	16.2	B	21	0.5%	7	0.4%
			PM	58	2	4,400	4,419	38.1	D	70	1	1,800	702	10.0	A	9	0.2%	2	0.1%
			SAT	58	2	4,400	3,123	26.9	D	70	1	1,800	496	7.1	A	36	0.8%	6	0.3%
SR 85	Blossom Hill Road to SR 87	NB	AM	47	2	4,400	4,332	46.1	E	52	1	1,800	2,191	42.1	D	2	0.0%	1	0.1%
			PM	62	2	4,400	4,355	35.1	D	70	1	1,800	843	12.0	B	15	0.3%	3	0.2%
			SAT	62	2	4,400	3,051	24.6	C	70	1	1,800	590	8.4	A	13	0.3%	2	0.1%
SR 85	SR 87 to Almaden Expressway	NB	AM	13	2	4,400	2,732	105.1	F	25	1	1,800	1,801	72.0	F	2	0.0%	1	0.1%
			PM	65	2	4,400	3,786	29.1	D	70	1	1,800	492	7.0	A	16	0.4%	2	0.1%
			SAT	65	2	4,400	2,652	20.4	C	70	1	1,800	345	4.9	A	13	0.3%	2	0.1%
SR 87	SR 85 to Capitol Expressway	NB	AM	26	2	4,400	3,640	70.0	F	54	1	1,800	2,220	41.1	D	0	0.0%	0	0.0%
			PM	66	2	4,400	2,510	19.0	C	70	1	1,800	490	7.0	A	0	0.0%	0	0.0%
			SAT	66	2	4,400	1,757	13.3	B	70	1	1,800	343	4.9	A	0	0.0%	0	0.0%
SR 87	Capitol Expressway to Curtner Avenue	NB	AM	19	2	4,400	3,202	84.3	F	23	1	1,800	1,751	76.1	F	2	0.0%	1	0.1%
			PM	65	2	4,400	3,915	30.1	D	70	1	1,800	633	9.0	A	15	0.4%	3	0.1%
			SAT	65	2	4,400	2,743	21.1	C	70	1	1,800	443	6.3	A	13	0.3%	2	0.1%
SR 85	Almaden Expressway to SR 87	SB	AM	66	2	4,400	3,564	27.2	D	67	1	1,800	544	8.1	A	24	0.6%	4	0.2%
			PM	64	2	4,400	4,108	32.1	D	70	1	1,800	1,403	20.0	C	8	0.2%	3	0.2%
			SAT	64	2	4,400	2,901	22.7	C	70	1	1,800	991	14.2	B	31	0.7%	11	0.6%
SR 85	SR 87 to Blossom Hill Road	SB	AM	66	2	4,400	2,665	20.2	C	67	1	1,800	343	5.1	A	25	0.6%	3	0.2%
			PM	55	2	4,400	4,408	40.1	D	70	1	1,800	1,823	26.0	D	8	0.2%	3	0.2%
			SAT	55	2	4,400	3,110	28.3	D	70	1	1,800	1,286	18.4	C	30	0.7%	12	0.7%
SR 85	Blossom Hill Road to Cottle Road	SB	AM	65	2	4,400	4,032	31.0	D	67	1	1,800	881	13.1	B	2	0.1%	1	0.0%
			PM	62	2	4,400	4,353	35.1	D	70	1	1,800	1,825	26.1	D	13	0.3%	5	0.3%
			SAT	62	2	4,400	3,049	24.6	C	70	1	1,800	1,278	18.3	C	11	0.2%	4	0.2%
SR 87	Curtner Avenue to Capitol Expressway	SB	AM	66	2	4,400	2,665	20.2	C	67	1	1,800	343	5.1	A	25	0.6%	3	0.2%
			PM	43	2	4,400	4,228	49.2	E	70	1	1,800	1,403	20.0	C	8	0.2%	3	0.2%
			SAT	43	2	4,400	2,986	34.7	D	70	1	1,800	990	14.1	B	32	0.7%	10	0.6%
SR 87	Capitol Expressway to SR 85	SB	AM	64	2	4,400	4,230	33.0	D	67	1	1,800	470	7.0	A	0	0.0%	0	0.0%
			PM	65	2	4,400	4,030	31.0	D	70	1	1,800	1,330	19.0	C	0	0.0%	0	0.0%
			SAT	65	2	4,400	2,821	21.7	C	70	1	1,800	931	13.3	B	0	0.0%	0	0.0%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2008.

5.
Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project site, including:

- Site access
- Vehicle queuing and left-turn storage capacity
- Potential impacts to bike, pedestrian and transit facilities

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Site Access

A main entrance along Snell Avenue will serve the project site with service and emergency access roads along Chynoweth Avenue and Branham Lane. Operations analysis was completed to evaluate the effects on roadway operations due to the park entrance. The operations analysis consists of signal warrant checks, vehicle queue analysis, and signalized intersection level of service at the Branham Lane and Chynoweth Avenue intersections along Snell Avenue since they would be most effected by the design of the Snell Avenue park entrance. Results of the evaluation of site driveway operations are summarized in Table 9.

Full Buildout Conditions

Ultimately, under buildout conditions of the park, a main project entrance would be located at the entrance to the Life Estate just south of Obert Drive. But, an interim park entrance will need to be located elsewhere until control of the Life Estate is obtained. The exact location of a potential interim entrance along Snell Avenue has yet to be determined, but options are somewhat limited by the spacing of existing intersections along Snell Avenue. It would be preferable to align the project entrance with an opposing street, Rue Paris or Kehoe Court, on the east side of Snell Avenue.

Table 9
Site Driveway Operational Analysis

	Peak Hour	Signal Warrant Analysis [1] Warrant Met?	Intersection LOS Analysis [2] Avg. Delay	LOS	Vehicular Queue Analysis [3] Northbound LT Vehicles	Northbound LT Length (ft.)[4]	Northbound LT Storage Avail. (ft.)	Eastbound LT Vehicles	Eastbound LT Length (ft.)[4]	Eastbound LT Storage Avail. (ft.)
Main Entrance and Snell Avenue	AM	No	7.6	A	7	175	Fut	2	50	Fut
	PM	**Yes**	8.3	A	4	100	Fut	5	125	Fut
	SAT	**Yes**	11.7	B	10	250	Fut	5	125	Fut

Notes:
[1] Signal warrant based on 2003 MUTCD Peak Hour Volume Warrant (under 40 mph).
[2] Assumes signalized main entrance.
[3] Vehicle queue calculations based on cycle length for signalized operations and movement delay for unsignalized operations.
[4] Assumes 25 Feet Per Vehicle Queued.

Aligning the entrance with an opposing street would limit turn-movement conflicts and be less obstructive to traffic flow along Snell Avenue. Rue Paris is located approximately 550 feet south of Branham Lane. The City of San Jose requires a minimum spacing of 500 feet between signalized intersections. Thus, the location of a project entrance opposing Rue Paris may be feasible.

Regardless of the location of the entrance, peak hour volume signal warrants indicate the need for signalization of the Snell Avenue entrance. Along with the signalization of the entrance, project traffic volumes indicate the need for the addition of a left-turn lane with a minimum of 250 feet of storage capacity provided and protected phasing along Snell Avenue. A right-turn lane on Snell Avenue into the project entrance should also be provided. Snell Avenue may require widening at the entrance location to provide the left and right turn lanes. The widening would be dependent on parking and bike lane removal at the selected location. A separate left-turn lane and a shared through-right-turn lane would be needed to serve outbound project traffic.

Vehicle queue estimates indicate a 250-foot projected left-turn queue from Snell Avenue into the project entrance. Thus, locating the driveway across from Kehoe Court may inhibit movements from Obert Drive, which is located just 220 feet south of Kehoe Court. Therefore, should it be deemed that a project entrance location opposite Rue Paris is not feasible by City staff, an alternative would require the entrance to be located between Rue Paris and Kehoe Court. The entrance would need to be located a minimum of 250 feet north of Kehoe Court to accommodate the northbound left-turn queue into the project entrance.

Intersection Operations Analysis

The operations analysis indicated that the estimated 95th percentile vehicle queues for turn-movements at Branham Lane and Chynoweth Avenue intersections with Snell Avenue would exceed the existing vehicle storage capacity under project conditions. Table 10 presents projected vehicle queues for all turn-movements analyzed. The following movements would have inadequate queue storage capacity under buildout project conditions.

Snell Avenue and Branham Lane

The 95th percentile queue of 575 feet for the northbound left-turn lane on Snell Avenue to westbound Branham Lane under buildout project conditions would exceed the existing storage capacity of 325 feet per lane. In addition, the 95th percentile queue of 250 feet for the westbound left-turn lane on Branham Lane to southbound Snell Avenue under buildout project conditions would exceed the existing storage capacity of 225 feet per lane.

Recommendation: The recommended improvement for the intersection of Snell Avenue and Branham Lane is to provide a second northbound left-turn lane and extend the existing westbound left-turn pocket by approximately 25 ft. to provide a total of 250 ft. of queue storage capacity.

Snell Avenue and Chynoweth Avenue

The 95th percentile queue of 300 feet for the southbound left-turn lane on Snell Avenue to eastbound Chynoweth Avenue under buildout project conditions would exceed the existing storage capacity of 225 feet per lane.

Table 10
Vehicle Queuing Analysis

Measurement	Branham/ Snell NBL AM	Branham/ Snell NBL PM	Branham/ Snell NBL SAT	Branham/ Snell WBL AM	Branham/ Snell WBL PM	Branham/ Snell WBL SAT	Chynoweth/ Snell SBL AM	Chynoweth/ Snell SBL PM	Chynoweth/ Snell SBL SAT
Existing Conditions									
Cycle/Delay[1] (sec)	106	110	110	106	110	110	110	110	110
Lanes	1	1	1	1	1	1	1	1	1
Volume (vph)	424	310	477	182	155	127	92	224	123
Volume (vphpl)	424	310	477	182	155	127	92	224	123
Avg. Queue (veh/ln.)	12.5	9.5	14.6	5.4	4.7	3.9	2.8	6.8	3.8
Avg. Queue[2] (ft./ln)	312	237	364	134	118	97	70	171	94
95th %. Queue (veh/ln.)	19	15	21	9	9	7	6	11	7
95th %. Queue (ft./ln)	475	375	525	225	225	175	150	275	175
Storage (ft./ ln.)	325	325	325	225	225	225	225	225	225
Adequate (Y/N)	**NO**	**NO**	**NO**	YES	YES	YES	YES	**NO**	YES
Background Conditions									
Cycle/Delay[1] (sec)	106	110	110	106	110	110	110	110	110
Lanes	1	1	1	1	1	1	1	1	1
Volume (vph)	424	310	477	182	155	127	92	224	123
Volume (vphpl)	424	310	477	182	155	127	92	224	123
Avg. Queue (veh/ln.)	12.5	9.5	14.6	5.4	4.7	3.9	2.8	6.8	3.8
Avg. Queue[2] (ft./ln)	312	237	364	134	118	97	70	171	94
95th %. Queue (veh/ln.)	19	15	21	9	9	7	6	11	7
95th %. Queue (ft./ln)	475	375	525	225	225	175	150	275	175
Storage (ft./ ln.)	325	325	325	225	225	225	225	225	225
Adequate (Y/N)	**NO**	**NO**	**NO**	YES	YES	YES	YES	**NO**	YES
Interim Access Project Conditions									
Cycle/Delay[1] (sec)	106	110	110	106	110	110	110	110	110
Lanes	1	1	1	1	1	1	1	1	1
Volume (vph)	553	407	724	204	164	161	112	321	219
Volume (vphpl)	553	407	724	204	164	161	112	321	219
Avg. Queue (veh/ln.)	16.3	12.4	22.1	6.0	5.0	4.9	3.4	9.8	6.7
Avg. Queue[2] (ft./ln)	407	311	553	150	125	123	86	245	167
95th %. Queue (veh/ln.)	23	18	30	10	9	9	7	15	11
95th %. Queue (ft./ln)	575	450	750	250	225	225	175	375	275
Storage (ft./ ln.)	325	325	325	225	225	225	225	225	225
Adequate (Y/N)	**NO**	**NO**	**NO**	**NO**	YES	YES	YES	**NO**	**NO**
Buildout Access Project Conditions									
Cycle/Delay[1] (sec)	106	110	110	106	110	110	110	110	110
Lanes	1	1	1	1	1	1	1	1	1
Volume (vph)	432	359	518	204	164	161	96	248	143
Volume (vphpl)	432	359	518	204	164	161	96	248	143
Avg. Queue (veh/ln.)	12.7	11.0	15.8	6.0	5.0	4.9	2.9	7.6	4.4
Avg. Queue[2] (ft./ln)	318	274	396	150	125	123	73	189	109
95th %. Queue (veh/ln.)	19	17	23	10	9	9	6	12	8
95th %. Queue (ft./ln)	475	425	575	250	225	225	150	300	200
Storage (ft./ ln.)	325	325	325	225	225	225	225	225	225
Adequate (Y/N)	**NO**	**NO**	**NO**	**NO**	YES	YES	YES	**NO**	YES

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued

Recommendation: The recommended improvement for the intersection of Snell Avenue and Chynoweth Avenue is to extend the existing southbound left-turn pocket by approximately 75 ft. to provide a total of 300 ft. of queue storage capacity.

Interim Project Conditions

The close spacing of existing unsignalized intersections that could potentially serve as interim park entrance locations will inhibit location of a new signalized entrance. The City of San Jose requires a minimum spacing of 500 feet between signalized intersections. Therefore, the maximum park size that could be accommodated without meeting signal warrants at a new park entrance was evaluated. The signal warrant analysis indicates that the park size and associated trips generated by the park would need to be reduced a minimum of 65%. With the reduction and unsignalized control, access to the park from a new entrance along Snell Avenue would be restricted to right-turns in and out only. A median along Snell Avenue or a physical barrier at the park entrance would also need to be constructed to restrict left-turn access from Snell Avenue.

The restriction of park access at a new unsignalized entrance along Snell Avenue would require that U-turn movements be made at the Branham Lane and Chynoweth Avenue intersections along Snell Avenue. Vehicles bound for the park from northbound Snell Avenue, south of the park entrance, would need to proceed pass the park entrance and make a U-turn at Branham Lane and head back south on Snell Avenue and into the park entrance. Vehicles exiting the park and bound for northbound Snell Avenue would need to make a right-turn out of the project driveway and proceed south to Chynoweth Avenue to make a U-turn.

The restriction of access at an unsignalized park entrance may result in operational issues at the Branham Lane and Chynoweth Avenue intersections with Snell Avenue. Therefore, operational analysis was performed at the Branham Lane and Chynoweth Avenue intersections with Snell Avenue to evaluate the effects of the increased demand at the intersections due to the U-turn movements described above. The installation of a signal at the park entrance along Snell Avenue would not alleviate operational issues at the Branham Avenue and Chynoweth intersections, but vehicle queues would not be as severe since U-turn movements would not be required.

Snell Avenue and Branham Lane

Vehicle queue estimates indicate queues of up to 525 feet for the northbound left-turn lane under existing conditions. The storage capacity for the northbound left-turn lane at the Branham/Snell intersection is only 325 feet. Thus, the addition of any project traffic to the northbound left-turn movement, as would be done by the previously described U-turn movements, will worsen existing operational problems at the Branham Lane/Snell Avenue intersection. The addition of a second northbound left-turn lane at the intersection will alleviate operational deficiencies, but will require widening of Snell Avenue and signal modifications at the intersection.

Snell Avenue and Chynoweth Avenue

The Chynoweth Avenue intersection with Snell Avenue currently experiences operational issues similar to those described at the Branham Lane intersection with Snell Avenue. Vehicle queue estimates indicate queues of 275 feet for the southbound left-turn lane under existing conditions. The storage capacity for the southbound left-turn lane at the Chynoweth/Snell intersection is only 225 feet. Thus, the addition of any project traffic to the southbound left-turn movement, as would be done by the previously described U-turn movements, will worsen existing operational problems at the

Chynoweth Avenue/Snell Avenue intersection. The addition of a second southbound left-turn lane at the intersection will alleviate operational deficiencies, and can be completed by re-striping and signal modifications at the intersection.

Transit, Pedestrian and Bicycle Analysis

Although no deduction was applied to the estimated trip generation for the project, it can be assumed that some of the project trips could be made by transit. Assuming up to 3% transit mode share, which is probably the highest that could be expected, yields an estimate of approximately 9 transit trips during both the AM and PM peak hours and 23 transit trips during the Saturday peak hour. These riders easily could be accommodated by the existing service. The site is currently served by three bus routes and LRT service. The nearest bus stops to the project are located near the intersection of Snell Avenue/Branham Lane and Snell Avenue/Chynoweth Avenue. The Branham LRT station also is located near the SR 87/Branham Lane.

The bikeways within the vicinity of the project site include bike lanes on Snell Avenue, Branham Lane, Narvaez Avenue, Lean Avenue, and Monterey Road.

VTA recommends new developments to provide bicycle parking, and provides recommended bicycle parking rates in their *VTA Countywide Bicycle Plan* Technical Guidelines, September 1999. According to VTA's recommended rates, parks/ recreational fields (such as the proposed project) should provide one Class I bicycle parking space for every 30 employees and one Class II bicycle parking space for every 9 users during peak daylight times of peak season. The project should provide adequate parking according to the recommended rates.

6. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose level of service policy and the Santa Clara Valley Transportation (VTA) Congestion Management Program (CMP). The study included an analysis of AM, PM, and Saturday peak-hour traffic conditions for 38 signalized intersections and 10 directional freeway segments. In addition, the study also included a traffic signal warrant check at one unsignalized intersection, an analysis of intersection operations for selected signalized intersections (based on vehicle queuing for high-demand movements at intersections).

Project Impacts

Intersection Level of Service Impacts

The results of the intersection level of service analysis under project conditions show that no study intersections would be impacted by the project according to City of San Jose and the Congestion Management Program (CMP) of the Santa Clara Valley Transportation Authority (VTA) level of service standards.

Freeway Segment Impacts

The results of the freeway segment level of service analysis show that the project traffic would constitute less than one percent of freeway capacity and would not cause an impact on any of the study segments according to the CMP criteria for significant impacts on freeways.

Other Transportation Issues

Site Access

A main entrance along Snell Avenue will serve the project site with service and emergency access roads along Chynoweth Avenue and Branham Lane. Operations analysis was completed to evaluate the effects on roadway operations due to the park entrance. The operations analysis consists of signal warrant checks, vehicle queue analysis, and signalized intersection level of service at the Branham Lane and Chynoweth Avenue intersections along Snell Avenue since they would be most effected by the design of the Snell Avenue park entrance.

Full Buildout Conditions

Ultimately, under buildout conditions of the park, a main project entrance would be located at the entrance to the Life Estate just south of Obert Drive. But, an interim park entrance will need to be located elsewhere until control of the Life Estate is obtained. The exact location of a potential interim entrance along Snell Avenue has yet to be determined, but options are somewhat limited by the spacing of existing intersections along Snell Avenue. It would be preferable to align the project entrance with an opposing street, Rue Paris or Kehoe Court, on the east side of Snell Avenue. Aligning the entrance with an opposing street would limit turn-movement conflicts and be less obstructive to traffic flow along Snell Avenue. Rue Paris is located approximately 550 feet south of Branham Lane. The City of San Jose requires a minimum spacing of 500 feet between signalized intersections. Thus, the location of a project entrance opposing Rue Paris may be feasible.

Regardless of the location of the entrance, peak hour volume signal warrants indicate the need for signalization of the Snell Avenue entrance. Along with the signalization of the entrance, project traffic volumes indicate the need for the addition of a left-turn lane with a minimum of 250 feet of storage capacity provided and protected phasing along Snell Avenue. A right-turn lane on Snell Avenue into the project entrance should also be provided. Snell Avenue may require widening at the entrance location to provide the left and right turn lanes. The widening would be dependent on parking and bike lane removal at the selected location. A separate left-turn lane and a shared through-right-turn lane would be needed to serve outbound project traffic.

Vehicle queue estimates indicate a 250-foot projected left-turn queue from Snell Avenue into the project entrance. Thus, locating the driveway across from Kehoe Court may inhibit movements from Obert Drive, which is located just 220 feet south of Kehoe Court. Therefore, should it be deemed that a project entrance location opposite Rue Paris is not feasible by City staff, an alternative would require the entrance to be located between Rue Paris and Kehoe Court. The entrance would need to be located a minimum of 250 feet north of Kehoe Court to accommodate the northbound left-turn queue into the project entrance.

Intersection Operations Analysis

The operations analysis indicated that the estimated 95th percentile vehicle queues for turn-movements at Branham Lane and Chynoweth Avenue intersections with Snell Avenue would exceed the existing vehicle storage capacity under project conditions.

Snell Avenue and Branham Lane

The 95th percentile queue of 575 feet for the northbound left-turn lane on Snell Avenue to westbound Branham Lane under buildout project conditions would exceed the existing storage capacity of 325 feet per lane. In addition, the 95th percentile queue of 250 feet for the westbound left-turn lane on Branham Lane to southbound Snell Avenue under buildout project conditions would exceed the existing storage capacity of 225 feet per lane.

Recommendation: The recommended improvement for the intersection of Snell Avenue and Branham Lane is to provide a second northbound left-turn lane and extend the existing westbound left-turn pocket by approximately 25 ft. to provide a total of 250 ft. of queue storage capacity.

Snell Avenue and Chynoweth Avenue

The 95th percentile queue of 300 feet for the southbound left-turn lane on Snell Avenue to eastbound Chynoweth Avenue under buildout project conditions would exceed the existing storage capacity of 225 feet per lane.

Recommendation: The recommended improvement for the intersection of Snell Avenue and Chynoweth Avenue is to extend the existing southbound left-turn pocket by approximately 75 ft. to provide a total of 300 ft. of queue storage capacity.

Interim Project Conditions

The close spacing of existing unsignalized intersections that could potentially serve as interim park entrance locations will inhibit location of a new signalized entrance. The City of San Jose requires a minimum spacing of 500 feet between signalized intersections. Therefore, the maximum park size that could be accommodated without meeting signal warrants at a new park entrance was evaluated. The signal warrant analysis indicates that the park size and associated trips generated by the park would need to be reduced a minimum of 65%. With the reduction and unsignalized control, access to the park from a new entrance along Snell Avenue would be restricted to right-turns in and out only. A median along Snell Avenue or a physical barrier at the park entrance would also need to be constructed to restrict left-turn access from Snell Avenue.

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The restriction of access at an unsignalized park entrance may result in operational issues at the Branham Lane and Chynoweth Avenue intersections with Snell Avenue. Therefore, operational analysis was performed at the Branham Lane and Chynoweth Avenue intersections with Snell Avenue to evaluate the effects of the increased demand at the intersections due to the U-turn movements described above. The installation of a signal at the park entrance along Snell Avenue would not alleviate operational issues at the Branham Avenue and Chynoweth intersections, but vehicle queues would not be as severe since U-turn movements would not be required.

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Snell Avenue and Chynoweth Avenue

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Transit, Pedestrian and Bicycle Analysis

Although no deduction was applied to the estimated trip generation for the project, it can be assumed that some of the project trips could be made by transit. Assuming up to 3% transit mode share, which is probably the highest that could be expected, yields an estimate of approximately 9 transit trips during both the AM and PM peak hours and 23 transit trips during the Saturday peak hour. These riders easily could be accommodated by the existing service. The site is currently served by three bus routes and LRT service. The nearest bus stops to the project are located near the intersection of Snell Avenue/Branham Lane and Snell Avenue/Chynoweth Avenue. The Branham LRT station also is located near the SR 87/Branham Lane.

The bikeways within the vicinity of the project site include bike lanes on Snell Avenue, Branham Lane, Narvaez Avenue, Lean Avenue, and Monterey Road.

VTA recommends new developments to provide bicycle parking, and provides recommended bicycle parking rates in their *VTA Countywide Bicycle Plan* Technical Guidelines, September 1999. According to VTA's recommended rates, parks/ recreational fields (such as the proposed project) should provide one Class I bicycle parking space for every 30 employees and one Class II bicycle parking space for every 9 users during peak daylight times of peak season. The project should provide adequate parking according to the recommended rates.

Martial Cottle Park
Master Plan
Technical Appendices

June 2, 2009

Appendix A

Traffic Counts

Count Intersection Summary

Study Number		Peak Hour
1	Blossom Hill Road and Playa Del Rey	AM
		PM
2	Blossom Hill Road and Chesbro Avenue	AM
		PM
3	Blossom Hill Road and Eagles Lane	AM
		PM
4	Blossom Hill Road and Lean Avenue	AM
		PM
5	Blossom Hill Road and Beswick Drive	AM
		PM
6	Blossom Hill Road and Poughkeepsie Road	AM
		PM
7	Branham Lane and Narvaez Avenue	AM
		PM
8	Branham Lane and Vista Park Drive	AM
		PM
		SAT
9	Branham Lane and Safeway	AM
		PM
		SAT
10	Gold Run and Snell Avenue	AM
		PM
11	Rosenbaum Avenue and Snell Avenue	AM
		PM
12	Skyway Drive and Snell Avenue	AM
		PM
13	Branham Lane and Snell Avenue	AM
		PM
		SAT
14	Chynoweth Avenue and Snell Avenue	AM
		PM
		SAT
15	Avenida Del Roble and Snell Avenue	AM
		PM
16	Giuffrida Avenue and Snell Avenue	AM
		PM
17	Blossom Hill Road and Snell Avenue	SAT
18	Chynoweth Avenue and Monterey Road	SAT
19	Branham Lane and Monterey Road	SAT
20	Snell Avenue and Capitol Expressway	SAT

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Groups Printed- Vehicles

	PLAYA DEL REY Southbound					BLOSSOM HILL RD Westbound					PLAYA DEL REY Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	3	7	0	16	1	208	10	0	219	10	10	26	0	46	1	48	3	0	52	333
07:15 AM	7	6	10	0	23	4	215	13	0	232	14	17	32	0	63	2	56	5	0	63	381
07:30 AM	7	6	14	0	27	11	226	14	0	251	3	8	23	0	34	6	72	12	0	90	402
07:45 AM	14	6	14	0	34	4	230	17	0	251	5	11	29	0	45	5	85	10	0	100	430
Total	34	21	45	0	100	20	879	54	0	953	32	46	110	0	188	14	261	30	0	305	1546
08:00 AM	8	7	18	0	33	6	224	15	0	245	7	4	22	0	33	5	96	12	0	113	424
08:15 AM	5	6	14	0	25	4	220	13	0	237	5	9	26	0	40	4	100	9	0	113	415
08:30 AM	7	6	17	0	30	5	222	11	0	238	6	7	24	0	37	6	91	10	0	107	412
08:45 AM	4	5	12	0	21	5	209	10	0	224	4	8	21	0	33	6	81	8	0	95	373
Total	24	24	61	0	109	20	875	49	0	944	22	28	93	0	143	21	368	39	0	428	1624
Grand Total	58	45	106	0	209	40	1754	103	0	1897	54	74	203	0	331	35	629	69	0	733	3170
Apprch %	27.8	21.5	50.7	0		2.1	92.5	5.4	0		16.3	22.4	61.3	0		4.8	85.8	9.4	0		
Total %	1.8	1.4	3.3	0	6.6	1.3	55.3	3.2	0	59.8	1.7	2.3	6.4	0	10.4	1.1	19.8	2.2	0	23.1	

	PLAYA DEL REY Southbound					BLOSSOM HILL RD Westbound					PLAYA DEL REY Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**14**	6	14	0	**34**	4	**230**	**17**	0	**251**	5	**11**	**29**	0	**45**	5	85	10	0	100	**430**
08:00 AM	8	**7**	**18**	0	33	**6**	224	15	0	245	**7**	4	22	0	33	5	96	**12**	0	**113**	424
08:15 AM	5	6	14	0	25	4	220	13	0	237	5	9	26	0	40	4	**100**	9	0	113	415
08:30 AM	7	6	17	0	30	5	222	11	0	238	6	7	24	0	37	**6**	91	10	0	107	412
Total Volume	34	25	63	0	122	19	896	56	0	971	23	31	101	0	155	20	372	41	0	433	1681
% App. Total	27.9	20.5	51.6	0		2	92.3	5.8	0		14.8	20	65.2	0		4.6	85.9	9.5	0		
PHF	.607	.893	.875	.000	.897	.792	.974	.824	.000	.967	.821	.705	.871	.000	.861	.833	.930	.854	.000	.958	.977

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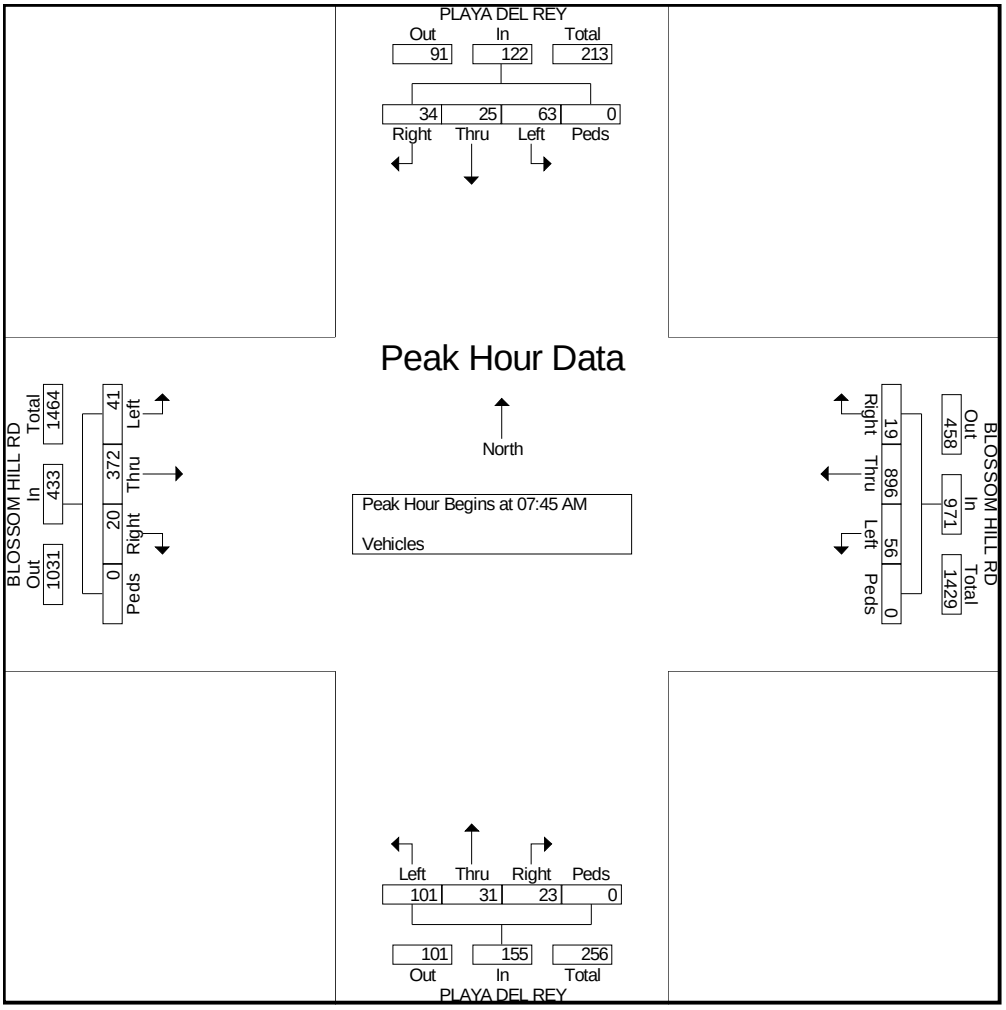

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Groups Printed- Vehicles

	PLAYA DEL REY Southbound					BLOSSOM HILL RD Westbound					PLAYA DEL REY Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	8	18	0	32	7	164	14	0	185	6	1	6	0	13	10	217	15	0	242	472
04:15 PM	7	10	21	0	38	9	170	15	0	194	9	2	7	0	18	15	236	21	0	272	522
04:30 PM	5	6	24	0	35	3	178	26	0	207	3	4	12	0	19	9	219	5	0	233	494
04:45 PM	5	7	19	0	31	5	170	27	0	202	5	3	14	0	22	12	226	11	0	249	504
Total	23	31	82	0	136	24	682	82	0	788	23	10	39	0	72	46	898	52	0	996	1992
05:00 PM	4	8	18	0	30	4	168	23	0	195	9	6	19	0	34	15	221	9	0	245	504
05:15 PM	4	6	15	0	25	3	161	18	0	182	6	6	13	0	25	12	230	15	0	257	489
05:30 PM	3	5	15	0	23	4	158	13	0	175	8	5	15	0	28	11	239	10	0	260	486
05:45 PM	2	4	8	0	14	3	160	11	0	174	8	8	17	0	33	13	224	14	0	251	472
Total	13	23	56	0	92	14	647	65	0	726	31	25	64	0	120	51	914	48	0	1013	1951
Grand Total	36	54	138	0	228	38	1329	147	0	1514	54	35	103	0	192	97	1812	100	0	2009	3943
Apprch %	15.8	23.7	60.5	0		2.5	87.8	9.7	0		28.1	18.2	53.6	0		4.8	90.2	5	0		
Total %	0.9	1.4	3.5	0	5.8	1	33.7	3.7	0	38.4	1.4	0.9	2.6	0	4.9	2.5	46	2.5	0	51	

	PLAYA DEL REY Southbound					BLOSSOM HILL RD Westbound					PLAYA DEL REY Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	**7**	**10**	21	0	**38**	**9**	170	15	0	194	**9**	2	7	0	18	**15**	**236**	**21**	0	**272**	**522**
04:30 PM	5	6	**24**	0	35	3	**178**	26	0	**207**	3	4	12	0	19	9	219	5	0	233	494
04:45 PM	5	7	19	0	31	5	170	**27**	0	202	5	3	14	0	22	12	226	11	0	249	504
05:00 PM	4	8	18	0	30	4	168	23	0	195	9	**6**	**19**	0	**34**	15	221	9	0	245	504
Total Volume	21	31	82	0	134	21	686	91	0	798	26	15	52	0	93	51	902	46	0	999	2024
% App. Total	15.7	23.1	61.2	0		2.6	86	11.4	0		28	16.1	55.9	0		5.1	90.3	4.6	0		
PHF	.750	.775	.854	.000	.882	.583	.963	.843	.000	.964	.722	.625	.684	.000	.684	.850	.956	.548	.000	.918	.969

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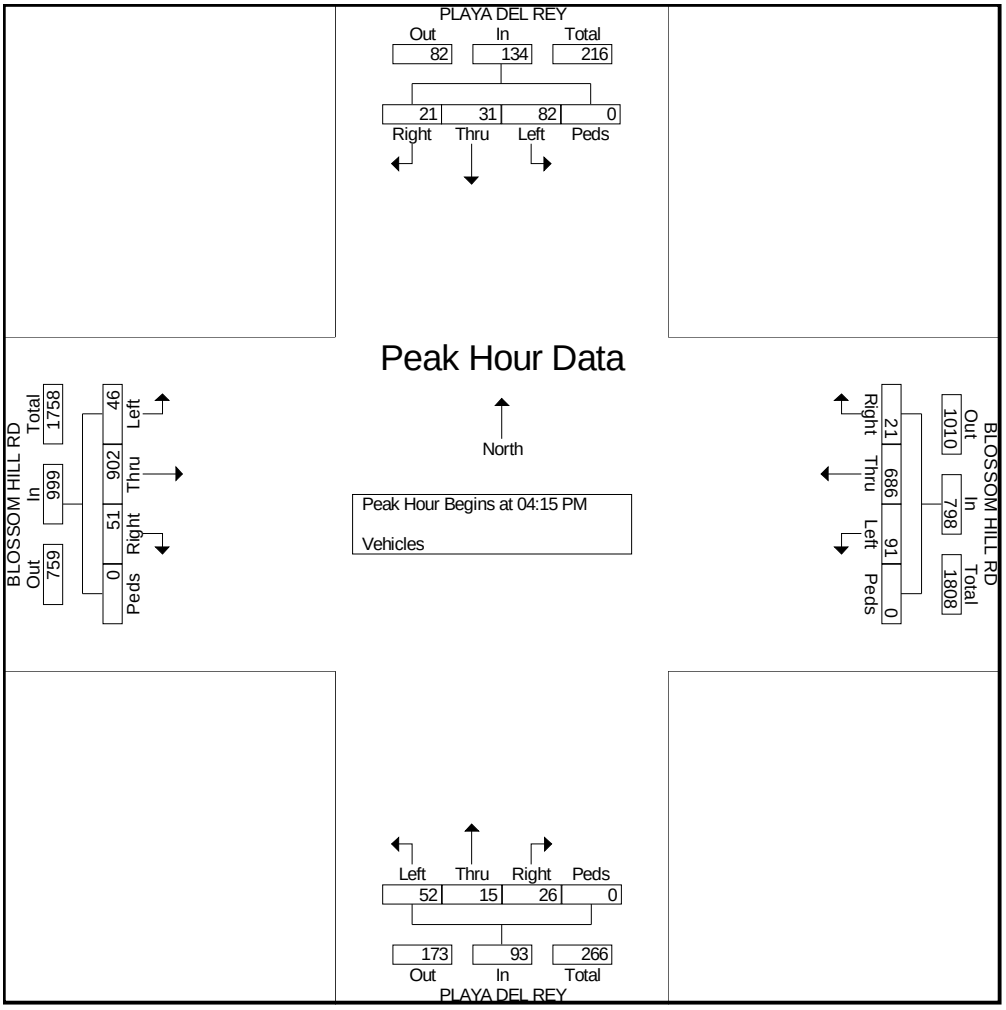

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Groups Printed- Vehicles

	CHESBRO AVE Southbound					BLOSSOM HILL RD Westbound					CHESBRO AVE Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	2	13	0	19	3	167	17	0	187	26	1	2	0	29	3	66	6	0	75	310
07:15 AM	4	2	12	0	18	2	182	12	0	196	25	1	1	0	27	2	77	7	0	86	327
07:30 AM	2	2	13	0	17	3	200	19	0	222	29	1	5	0	35	3	77	3	0	83	357
07:45 AM	2	0	8	0	10	2	173	29	0	204	24	3	4	0	31	2	78	3	0	83	328
Total	12	6	46	0	64	10	722	77	0	809	104	6	12	0	122	10	298	19	0	327	1322
08:00 AM	3	3	11	0	17	5	135	8	0	148	25	7	13	0	45	5	138	7	0	150	360
08:15 AM	3	6	20	0	29	8	185	20	0	213	20	2	4	0	26	1	90	3	0	94	362
08:30 AM	7	0	9	0	16	0	143	10	0	153	31	3	5	0	39	4	93	3	0	100	308
08:45 AM	3	2	4	0	9	4	156	38	0	198	21	0	6	0	27	2	79	2	0	83	317
Total	16	11	44	0	71	17	619	76	0	712	97	12	28	0	137	12	400	15	0	427	1347
Grand Total	28	17	90	0	135	27	1341	153	0	1521	201	18	40	0	259	22	698	34	0	754	2669
Apprch %	20.7	12.6	66.7	0		1.8	88.2	10.1	0		77.6	6.9	15.4	0		2.9	92.6	4.5	0		
Total %	1	0.6	3.4	0	5.1	1	50.2	5.7	0	57	7.5	0.7	1.5	0	9.7	0.8	26.2	1.3	0	28.3	

	CHESBRO AVE Southbound					BLOSSOM HILL RD Westbound					CHESBRO AVE Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	2	13	0	17	3	**200**	19	0	**222**	**29**	1	5	0	35	3	77	3	0	83	357
07:45 AM	2	0	8	0	10	2	173	**29**	0	204	24	3	4	0	31	2	78	3	0	83	328
08:00 AM	**3**	3	11	0	17	5	135	8	0	148	25	**7**	**13**	0	**45**	**5**	**138**	**7**	0	**150**	360
08:15 AM	3	**6**	**20**	0	**29**	**8**	185	20	0	213	20	2	4	0	26	1	90	3	0	94	**362**
Total Volume	10	11	52	0	73	18	693	76	0	787	98	13	26	0	137	11	383	16	0	410	1407
% App. Total	13.7	15.1	71.2	0		2.3	88.1	9.7	0		71.5	9.5	19	0		2.7	93.4	3.9	0		
PHF	.833	.458	.650	.000	.629	.563	.866	.655	.000	.886	.845	.464	.500	.000	.761	.550	.694	.571	.000	.683	.972

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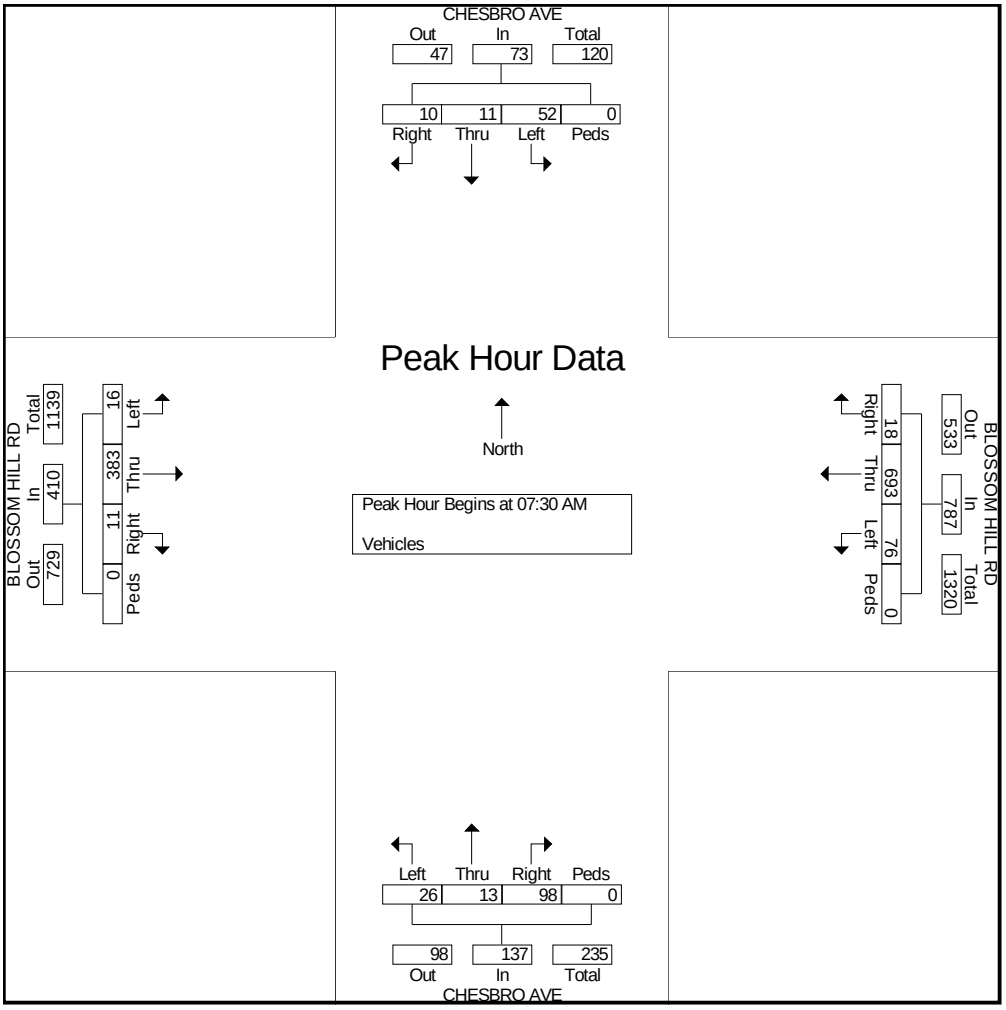

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Groups Printed- Vehicles

	CHESBRO AVE Southbound					BLOSSOM HILL RD Westbound					CHESBRO AVE Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	4	11	0	21	7	222	35	0	264	19	3	6	0	28	5	225	11	0	241	554
04:15 PM	1	1	10	0	12	0	131	31	0	162	27	1	6	0	34	10	223	9	0	242	450
04:30 PM	2	2	3	0	7	4	160	34	0	198	35	2	3	0	40	13	229	12	0	254	499
04:45 PM	2	4	20	0	26	0	155	34	0	189	37	3	11	0	51	6	246	12	0	264	530
Total	11	11	44	0	66	11	668	134	0	813	118	9	26	0	153	34	923	44	0	1001	2033
05:00 PM	3	3	15	0	21	6	239	28	0	273	63	2	8	0	73	11	260	9	0	280	647
05:15 PM	1	1	10	0	12	5	179	38	0	222	42	3	7	0	52	7	308	9	0	324	610
05:30 PM	2	3	16	0	21	2	143	27	0	172	34	3	5	0	42	18	295	20	0	333	568
05:45 PM	7	6	23	0	36	2	113	34	0	149	28	11	8	0	47	11	197	23	0	231	463
Total	13	13	64	0	90	15	674	127	0	816	167	19	28	0	214	47	1060	61	0	1168	2288
Grand Total	24	24	108	0	156	26	1342	261	0	1629	285	28	54	0	367	81	1983	105	0	2169	4321
Apprch %	15.4	15.4	69.2	0		1.6	82.4	16	0		77.7	7.6	14.7	0		3.7	91.4	4.8	0		
Total %	0.6	0.6	2.5	0	3.6	0.6	31.1	6	0	37.7	6.6	0.6	1.2	0	8.5	1.9	45.9	2.4	0	50.2	

	CHESBRO AVE Southbound					BLOSSOM HILL RD Westbound					CHESBRO AVE Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	**4**	**20**	0	**26**	0	155	34	0	189	37	**3**	**11**	0	51	6	246	12	0	264	530
05:00 PM	**3**	3	15	0	21	**6**	**239**	28	0	**273**	**63**	2	8	0	**73**	11	260	9	0	280	**647**
05:15 PM	1	1	10	0	12	5	179	**38**	0	222	42	3	7	0	52	7	**308**	9	0	324	610
05:30 PM	2	3	16	0	21	2	143	27	0	172	34	3	5	0	42	**18**	295	**20**	0	**333**	568
Total Volume	8	11	61	0	80	13	716	127	0	856	176	11	31	0	218	42	1109	50	0	1201	2355
% App. Total																					
PHF	.667	.688	.763	.000	.769	.542	.749	.836	.000	.784	.698	.917	.705	.000	.747	.583	.900	.625	.000	.902	.910

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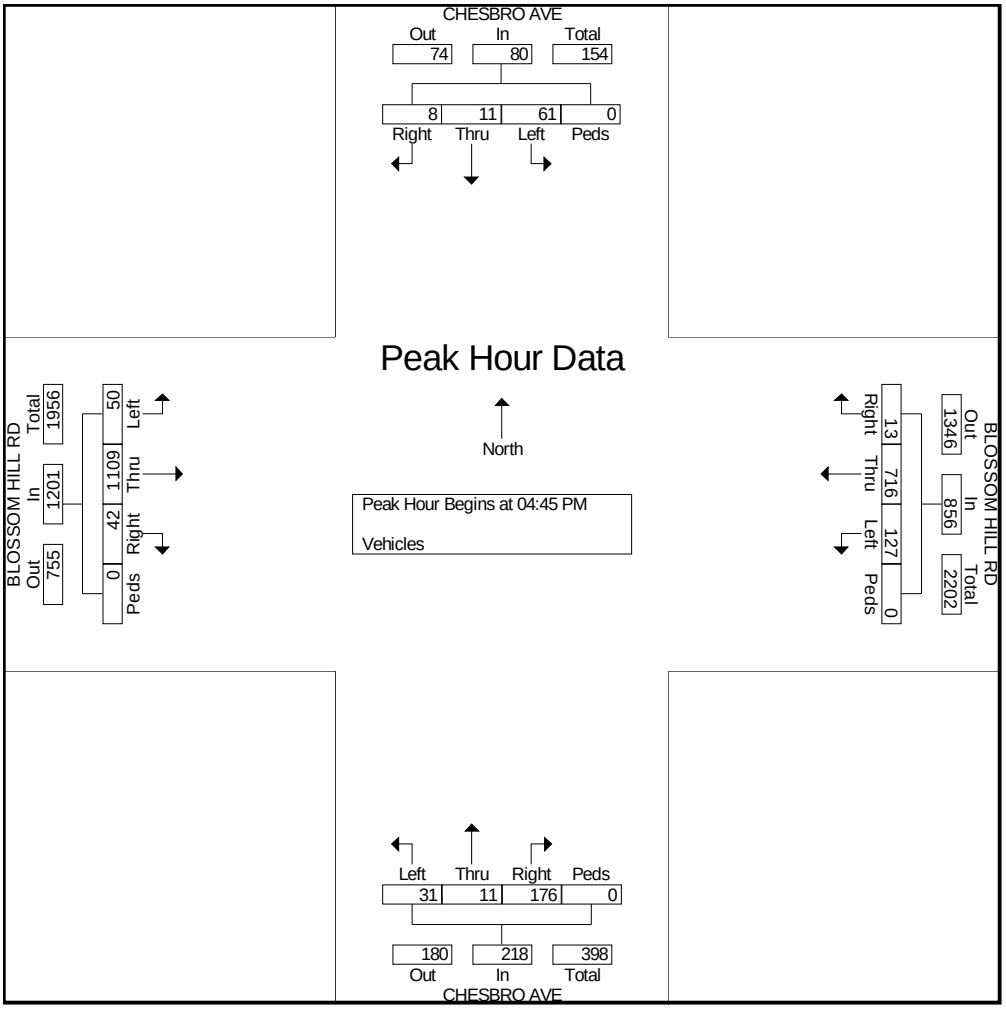

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Groups Printed- Vehicles

	EAGLES LN Southbound					BLOSSOM HILL RD Westbound					Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	0	16	0	20	54	247	70	0	371	0	0	0	0	0	0	107	33	0	140	531
07:15 AM	16	0	37	0	53	88	277	91	0	456	0	0	0	0	0	0	142	45	0	187	696
07:30 AM	13	0	38	0	51	90	285	95	0	470	0	0	0	0	0	0	127	11	0	138	659
07:45 AM	16	0	30	0	46	18	244	16	0	278	0	0	0	0	0	0	125	6	0	131	455
Total	49	0	121	0	170	250	1053	272	0	1575	0	0	0	0	0	0	501	95	0	596	2341
08:00 AM	8	0	33	0	41	13	284	18	0	315	0	0	0	0	0	0	149	10	0	159	515
08:15 AM	18	0	30	0	48	20	290	20	0	330	0	0	0	0	0	0	186	11	0	197	575
08:30 AM	5	0	28	0	33	18	281	20	0	319	0	0	0	0	0	0	175	8	0	183	535
08:45 AM	6	0	25	0	31	16	249	18	0	283	0	0	0	0	0	0	159	12	0	171	485
Total	37	0	116	0	153	67	1104	76	0	1247	0	0	0	0	0	0	669	41	0	710	2110
Grand Total	86	0	237	0	323	317	2157	348	0	2822	0	0	0	0	0	0	1170	136	0	1306	4451
Apprch %	26.6	0	73.4	0		11.2	76.4	12.3	0		0	0	0	0		0	89.6	10.4	0		
Total %	1.9	0	5.3	0	7.3	7.1	48.5	7.8	0	63.4	0	0	0	0	0	0	26.3	3.1	0	29.3	

	EAGLES LN Southbound					BLOSSOM HILL RD Westbound					Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	4	0	16	0	20	54	247	70	0	371	0	0	0	0	0	0	107	33	0	140	531
07:15 AM	**16**	0	37	0	**53**	88	277	91	0	456	0	0	0	0	0	0	**142**	**45**	0	**187**	**696**
07:30 AM	13	0	**38**	0	51	**90**	**285**	**95**	0	**470**	0	0	0	0	0	0	127	11	0	138	659
07:45 AM	16	0	30	0	46	18	244	16	0	278	0	0	0	0	0	0	125	6	0	131	455
Total Volume	49	0	121	0	170	250	1053	272	0	1575	0	0	0	0	0	0	501	95	0	596	2341
% App. Total																					
PHF	.766	.000	.796	.000	.802	.694	.924	.716	.000	.838	.000	.000	.000	.000	.000	.000	.882	.528	.000	.797	.841

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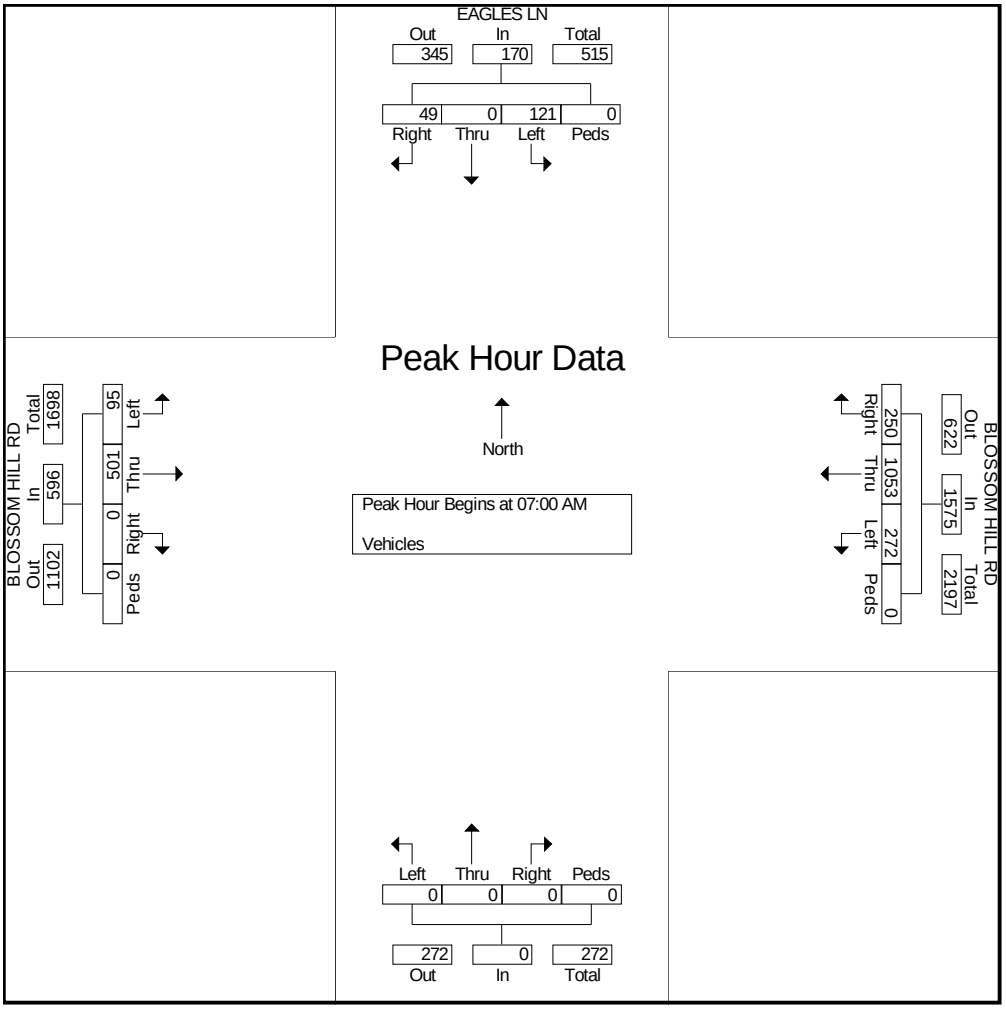

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Groups Printed- Vehicles

	EAGLES LN Southbound					BLOSSOM HILL RD Westbound					Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	0	23	0	38	14	208	13	0	235	0	0	0	0	0	0	257	16	0	273	546
04:15 PM	16	0	15	0	31	12	186	6	0	204	0	0	0	0	0	0	262	15	0	277	512
04:30 PM	11	0	35	0	46	14	203	8	0	225	0	0	0	0	0	0	235	19	0	254	525
04:45 PM	21	0	26	0	47	14	198	13	0	225	0	0	0	0	0	0	241	18	0	259	531
Total	63	0	99	0	162	54	795	40	0	889	0	0	0	0	0	0	995	68	0	1063	2114
05:00 PM	12	0	17	0	29	9	193	9	0	211	0	0	0	0	0	0	279	27	0	306	546
05:15 PM	17	0	22	0	39	10	184	13	0	207	0	0	0	0	0	0	277	38	0	315	561
05:30 PM	10	0	30	0	40	21	240	8	0	269	0	0	0	0	0	0	320	23	0	343	652
05:45 PM	11	0	31	0	42	21	251	10	0	282	0	0	0	0	0	0	298	29	0	327	651
Total	50	0	100	0	150	61	868	40	0	969	0	0	0	0	0	0	1174	117	0	1291	2410
Grand Total	113	0	199	0	312	115	1663	80	0	1858	0	0	0	0	0	0	2169	185	0	2354	4524
Apprch %	36.2	0	63.8	0		6.2	89.5	4.3	0		0	0	0	0		0	92.1	7.9	0		
Total %	2.5	0	4.4	0	6.9	2.5	36.8	1.8	0	41.1	0	0	0	0	0	0	47.9	4.1	0	52	

	EAGLES LN Southbound					BLOSSOM HILL RD Westbound					Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	12	0	17	0	29	9	193	9	0	211	0	0	0	0	0	0	279	27	0	306	546
05:15 PM	**17**	0	22	0	39	10	184	**13**	0	207	0	0	0	0	0	0	277	**38**	0	315	561
05:30 PM	10	0	30	0	40	**21**	240	8	0	269	0	0	0	0	0	0	**320**	23	0	**343**	**652**
05:45 PM	11	0	**31**	0	**42**	21	**251**	10	0	**282**	0	0	0	0	0	0	298	29	0	327	651
Total Volume	50	0	100	0	150	61	868	40	0	969	0	0	0	0	0	0	1174	117	0	1291	2410
% App. Total																					
PHF	.735	.000	.806	.000	.893	.726	.865	.769	.000	.859	.000	.000	.000	.000	.000	.000	.917	.770	.000	.941	.924

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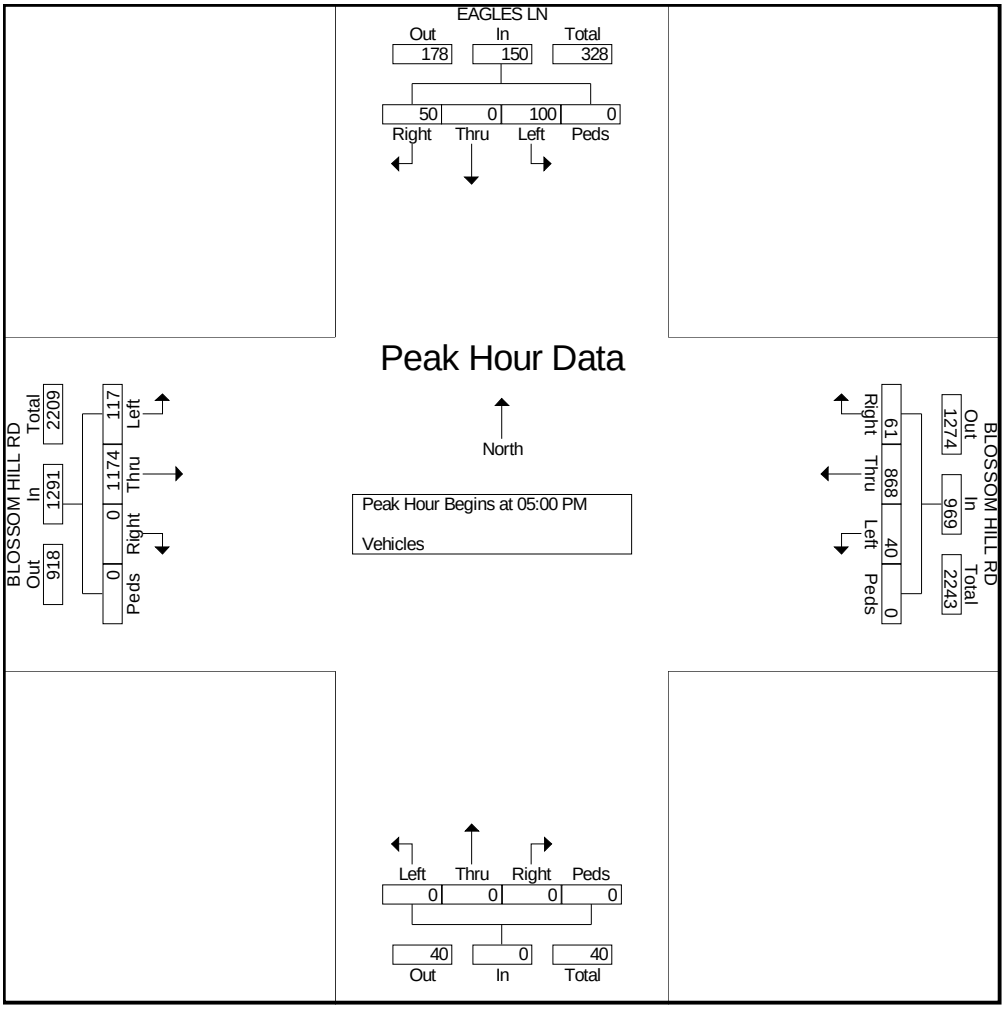

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Groups Printed- Vehicles

	LEAN AVE Southbound					BLOSSOM HILL RD Westbound					LEAN AVE Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	39	13	15	0	67	14	278	19	0	311	27	37	38	0	102	5	129	11	0	145	625
07:15 AM	130	33	31	0	194	59	284	38	0	381	35	38	69	0	142	7	212	54	0	273	990
07:30 AM	94	28	33	0	155	54	262	33	0	349	38	29	29	0	96	38	218	19	0	275	875
07:45 AM	50	49	31	0	130	24	226	41	0	291	29	38	38	0	105	21	149	22	0	192	718
Total	313	123	110	0	546	151	1050	131	0	1332	129	142	174	0	445	71	708	106	0	885	3208
08:00 AM	46	37	30	0	113	30	241	38	0	309	21	45	42	0	108	11	142	16	0	169	699
08:15 AM	60	34	16	0	110	37	225	57	0	319	34	52	54	0	140	20	224	47	0	291	860
08:30 AM	54	36	21	0	111	33	229	43	0	305	30	60	47	0	137	23	229	37	0	289	842
08:45 AM	40	31	18	0	89	27	218	35	0	280	25	52	37	0	114	19	198	32	0	249	732
Total	200	138	85	0	423	127	913	173	0	1213	110	209	180	0	499	73	793	132	0	998	3133
Grand Total	513	261	195	0	969	278	1963	304	0	2545	239	351	354	0	944	144	1501	238	0	1883	6341
Apprch %	52.9	26.9	20.1	0		10.9	77.1	11.9	0		25.3	37.2	37.5	0		7.6	79.7	12.6	0		
Total %	8.1	4.1	3.1	0	15.3	4.4	31	4.8	0	40.1	3.8	5.5	5.6	0	14.9	2.3	23.7	3.8	0	29.7	

	LEAN AVE Southbound					BLOSSOM HILL RD Westbound					LEAN AVE Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**130**	33	31	0	**194**	**59**	**284**	38	0	**381**	35	38	**69**	0	**142**	7	212	**54**	0	273	**990**
07:30 AM	94	28	**33**	0	155	54	262	33	0	349	**38**	29	29	0	96	**38**	**218**	19	0	**275**	875
07:45 AM	50	**49**	31	0	130	24	226	**41**	0	291	29	38	38	0	105	21	149	22	0	192	718
08:00 AM	46	37	30	0	113	30	241	38	0	309	21	**45**	42	0	108	11	142	16	0	169	699
Total Volume	320	147	125	0	592	167	1013	150	0	1330	123	150	178	0	451	77	721	111	0	909	3282
% App. Total																					
PHF	.615	.750	.947	.000	.763	.708	.892	.915	.000	.873	.809	.833	.645	.000	.794	.507	.827	.514	.000	.826	.829

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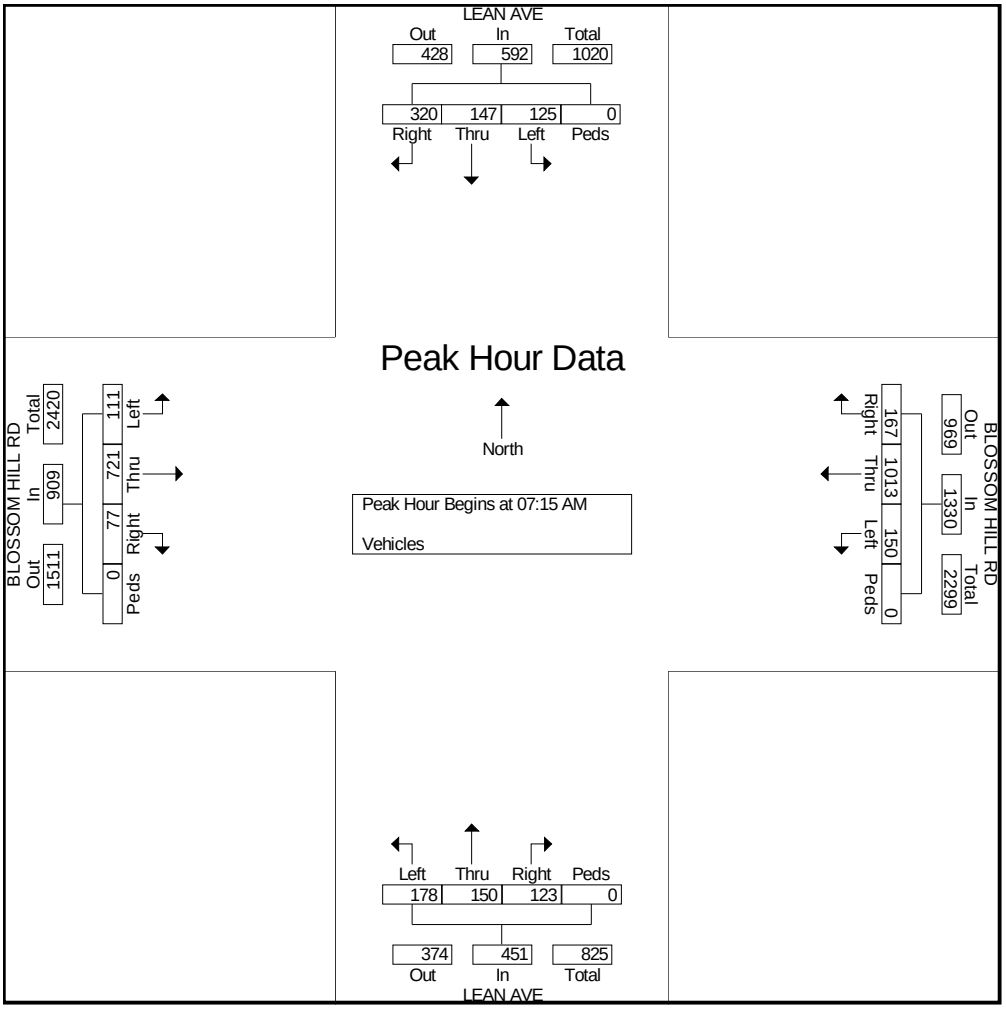

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Groups Printed- Vehicles

	LEAN AVE Southbound					BLOSSOM HILL RD Westbound					LEAN AVE Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	26	35	15	0	76	17	171	38	0	226	19	24	25	0	68	26	158	44	0	228	598
04:15 PM	26	27	16	0	69	13	204	53	0	270	16	21	32	0	69	33	234	36	0	303	711
04:30 PM	24	31	14	0	69	9	217	48	0	274	25	19	35	0	79	39	245	30	0	314	736
04:45 PM	10	27	10	0	47	31	215	50	0	296	20	28	42	0	90	28	258	36	0	322	755
Total	86	120	55	0	261	70	807	189	0	1066	80	92	134	0	306	126	895	146	0	1167	2800
05:00 PM	14	29	12	0	55	22	236	59	0	317	28	16	31	0	75	30	278	53	0	361	808
05:15 PM	22	24	21	0	67	36	218	49	0	303	17	17	27	0	61	29	320	76	0	425	856
05:30 PM	24	26	18	0	68	28	225	45	0	298	13	15	20	0	48	26	301	48	0	375	789
05:45 PM	20	23	19	0	62	25	215	40	0	280	10	12	16	0	38	21	283	33	0	337	717
Total	80	102	70	0	252	111	894	193	0	1198	68	60	94	0	222	106	1182	210	0	1498	3170
Grand Total	166	222	125	0	513	181	1701	382	0	2264	148	152	228	0	528	232	2077	356	0	2665	5970
Apprch %	32.4	43.3	24.4	0		8	75.1	16.9	0		28	28.8	43.2	0		8.7	77.9	13.4	0		
Total %	2.8	3.7	2.1	0	8.6	3	28.5	6.4	0	37.9	2.5	2.5	3.8	0	8.8	3.9	34.8	6	0	44.6	

	LEAN AVE Southbound					BLOSSOM HILL RD Westbound					LEAN AVE Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	10	27	10	0	47	31	215	50	0	296	20	**28**	**42**	0	**90**	28	258	36	0	322	755
05:00 PM	14	**29**	12	0	55	22	**236**	**59**	0	**317**	**28**	16	31	0	75	**30**	278	53	0	361	808
05:15 PM	22	24	**21**	0	67	**36**	218	49	0	303	17	17	27	0	61	29	**320**	**76**	0	**425**	**856**
05:30 PM	**24**	26	18	0	**68**	28	225	45	0	298	13	15	20	0	48	26	301	48	0	375	789
Total Volume	70	106	61	0	237	117	894	203	0	1214	78	76	120	0	274	113	1157	213	0	1483	3208
% App. Total																					
PHF	.729	.914	.726	.000	.871	.813	.947	.860	.000	.957	.696	.679	.714	.000	.761	.942	.904	.701	.000	.872	.937

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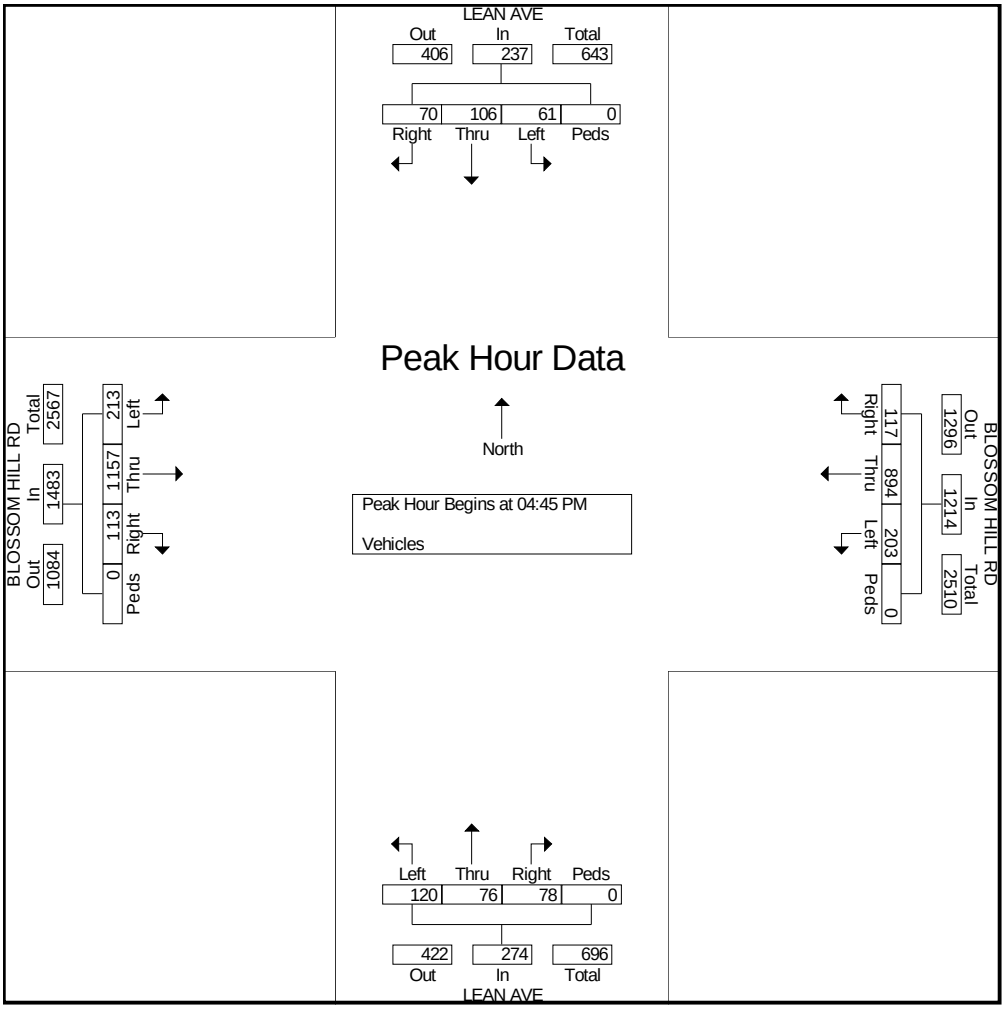

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File Name : 5AM FINAL
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Groups Printed- Vehicles

	BESWICK DR Southbound					BLOSSOM HILL RD Westbound					BESWICK DR Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	8	18	0	36	1	237	32	0	270	17	0	18	0	35	6	146	5	0	157	498
07:15 AM	20	11	18	0	49	2	373	35	0	410	16	1	24	0	41	17	250	3	0	270	770
07:30 AM	3	11	4	0	18	3	245	50	0	298	27	6	18	0	51	22	261	7	0	290	657
07:45 AM	8	13	14	0	35	6	306	74	0	386	21	5	20	0	46	31	167	4	0	202	669
Total	41	43	54	0	138	12	1161	191	0	1364	81	12	80	0	173	76	824	19	0	919	2594
08:00 AM	18	43	9	0	70	4	315	90	0	409	43	9	17	0	69	31	142	4	0	177	725
08:15 AM	12	9	17	0	38	4	261	78	0	343	36	19	25	0	80	33	251	26	0	310	771
08:30 AM	4	4	10	0	18	11	203	68	0	282	20	3	18	0	41	29	255	7	0	291	632
08:45 AM	8	12	13	0	33	6	169	47	0	222	21	2	14	0	37	31	204	4	0	239	531
Total	42	68	49	0	159	25	948	283	0	1256	120	33	74	0	227	124	852	41	0	1017	2659
Grand Total	83	111	103	0	297	37	2109	474	0	2620	201	45	154	0	400	200	1676	60	0	1936	5253
Apprch %	27.9	37.4	34.7	0		1.4	80.5	18.1	0		50.2	11.2	38.5	0		10.3	86.6	3.1	0		
Total %	1.6	2.1	2	0	5.7	0.7	40.1	9	0	49.9	3.8	0.9	2.9	0	7.6	3.8	31.9	1.1	0	36.9	

	BESWICK DR Southbound					BLOSSOM HILL RD Westbound					BESWICK DR Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	11	4	0	18	3	245	50	0	298	27	6	18	0	51	22	**261**	7	0	290	657
07:45 AM	8	13	14	0	35	**6**	306	74	0	386	21	5	20	0	46	31	167	4	0	202	669
08:00 AM	**18**	**43**	9	0	**70**	4	**315**	**90**	0	**409**	**43**	9	17	0	69	31	142	4	0	177	725
08:15 AM	12	9	**17**	0	38	4	261	78	0	343	36	**19**	**25**	0	**80**	**33**	251	**26**	0	**310**	**771**
Total Volume	41	76	44	0	161	17	1127	292	0	1436	127	39	80	0	246	117	821	41	0	979	2822
% App. Total																					
PHF	.569	.442	.647	.000	.575	.708	.894	.811	.000	.878	.738	.513	.800	.000	.769	.886	.786	.394	.000	.790	.915

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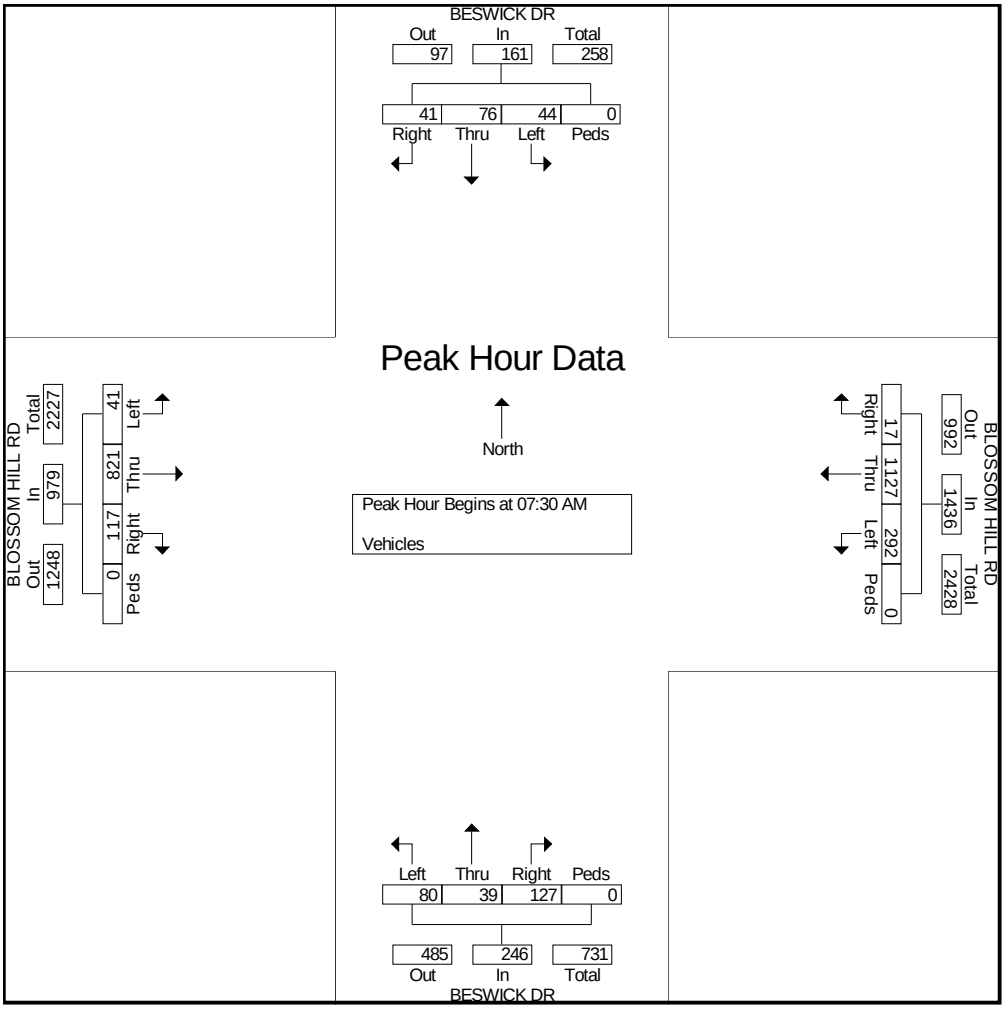

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Groups Printed- Vehicles

	BESWICK DR Southbound					BLOSSOM HILL RD Westbound					BESWICK DR Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	3	2	0	8	19	227	53	0	299	27	12	18	0	57	23	182	9	0	214	578
04:15 PM	6	5	14	0	25	12	248	48	0	308	22	5	28	0	55	14	221	14	0	249	637
04:30 PM	6	5	9	0	20	17	267	50	0	334	34	9	34	0	77	31	227	7	0	265	696
04:45 PM	7	4	13	0	24	16	274	50	0	340	17	11	30	0	58	18	204	18	0	240	662
Total	22	17	38	0	77	64	1016	201	0	1281	100	37	110	0	247	86	834	48	0	968	2573
05:00 PM	8	6	9	0	23	22	300	61	0	383	22	8	28	0	58	38	250	16	0	304	768
05:15 PM	6	6	11	0	23	21	285	69	0	375	20	12	35	0	67	31	316	14	0	361	826
05:30 PM	6	4	4	0	14	22	252	61	0	335	19	9	23	0	51	23	266	15	0	304	704
05:45 PM	6	4	11	0	21	12	223	50	0	285	20	6	39	0	65	22	234	12	0	268	639
Total	26	20	35	0	81	77	1060	241	0	1378	81	35	125	0	241	114	1066	57	0	1237	2937
Grand Total	48	37	73	0	158	141	2076	442	0	2659	181	72	235	0	488	200	1900	105	0	2205	5510
Apprch %	30.4	23.4	46.2	0		5.3	78.1	16.6	0		37.1	14.8	48.2	0		9.1	86.2	4.8	0		
Total %	0.9	0.7	1.3	0	2.9	2.6	37.7	8	0	48.3	3.3	1.3	4.3	0	8.9	3.6	34.5	1.9	0	40	

	BESWICK DR Southbound					BLOSSOM HILL RD Westbound					BESWICK DR Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	7	4	**13**	0	**24**	16	274	50	0	340	17	11	30	0	58	18	204	**18**	0	240	662
05:00 PM	**8**	**6**	9	0	23	**22**	**300**	61	0	**383**	**22**	8	28	0	58	**38**	250	16	0	304	768
05:15 PM	6	6	11	0	23	21	285	**69**	0	375	20	**12**	**35**	0	**67**	31	**316**	14	0	**361**	**826**
05:30 PM	6	4	4	0	14	22	252	61	0	335	19	9	23	0	51	23	266	15	0	304	704
Total Volume	27	20	37	0	84	81	1111	241	0	1433	78	40	116	0	234	110	1036	63	0	1209	2960
% App. Total																					
PHF	.844	.833	.712	.000	.875	.920	.926	.873	.000	.935	.886	.833	.829	.000	.873	.724	.820	.875	.000	.837	.896

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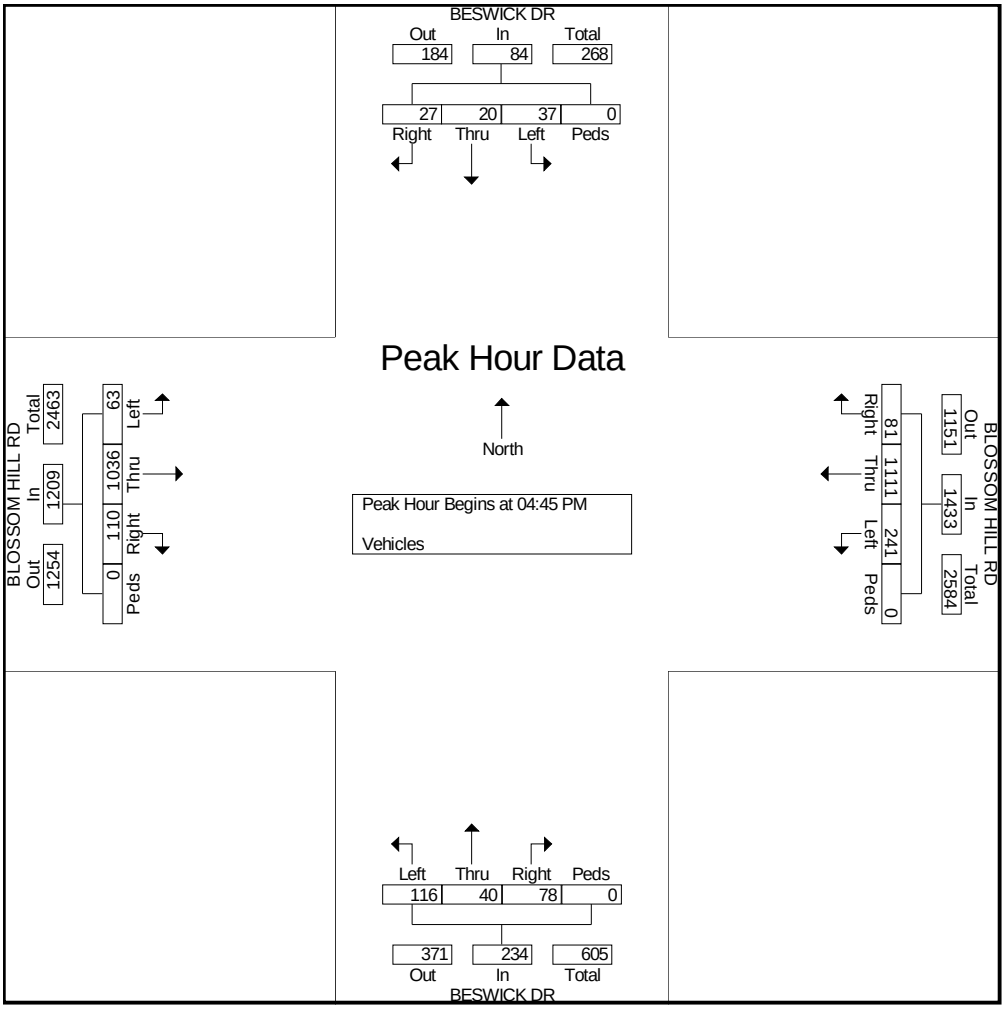

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Groups Printed- Vehicles

	Southbound					BLOSSOM HILL RD Westbound					POUGHKEEPSIE RD Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	249	33	0	282	13	0	9	0	22	4	199	0	0	203	507
07:15 AM	0	0	0	0	0	0	372	47	0	419	20	0	9	0	29	8	296	0	0	304	752
07:30 AM	0	0	0	0	0	0	268	38	0	306	27	0	10	0	37	4	237	0	0	241	584
07:45 AM	0	0	0	0	0	0	398	66	0	464	18	0	13	0	31	3	193	0	0	196	691
Total	0	0	0	0	0	0	1287	184	0	1471	78	0	41	0	119	19	925	0	0	944	2534
08:00 AM	0	0	0	0	0	0	405	71	0	476	37	0	2	0	39	5	179	0	0	184	699
08:15 AM	0	0	0	0	0	0	333	72	0	405	22	0	16	0	38	8	298	0	0	306	749
08:30 AM	0	0	0	0	0	0	290	64	0	354	19	0	12	0	31	13	246	0	0	259	644
08:45 AM	0	0	0	0	0	0	200	61	0	261	19	0	13	0	32	11	192	0	0	203	496
Total	0	0	0	0	0	0	1228	268	0	1496	97	0	43	0	140	37	915	0	0	952	2588
Grand Total	0	0	0	0	0	0	2515	452	0	2967	175	0	84	0	259	56	1840	0	0	1896	5122
Apprch %	0	0	0	0		0	84.8	15.2	0		67.6	0	32.4	0		3	97	0	0		
Total %	0	0	0	0	0	0	49.1	8.8	0	57.9	3.4	0	1.6	0	5.1	1.1	35.9	0	0	37	

	Southbound					BLOSSOM HILL RD Westbound					POUGHKEEPSIE RD Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	398	66	0	464	18	0	13	0	31	3	193	0	0	196	691
08:00 AM	0	0	0	0	0	0	**405**	71	0	**476**	**37**	0	2	0	**39**	5	179	0	0	184	699
08:15 AM	0	0	0	0	0	0	333	**72**	0	405	22	0	**16**	0	38	8	**298**	0	0	**306**	**749**
08:30 AM	0	0	0	0	0	0	290	64	0	354	19	0	12	0	31	**13**	246	0	0	259	644
Total Volume	0	0	0	0	0	0	1426	273	0	1699	96	0	43	0	139	29	916	0	0	945	2783
% App. Total																					
PHF	.000	.000	.000	.000	.000	.000	.880	.948	.000	.892	.649	.000	.672	.000	.891	.558	.768	.000	.000	.772	.929

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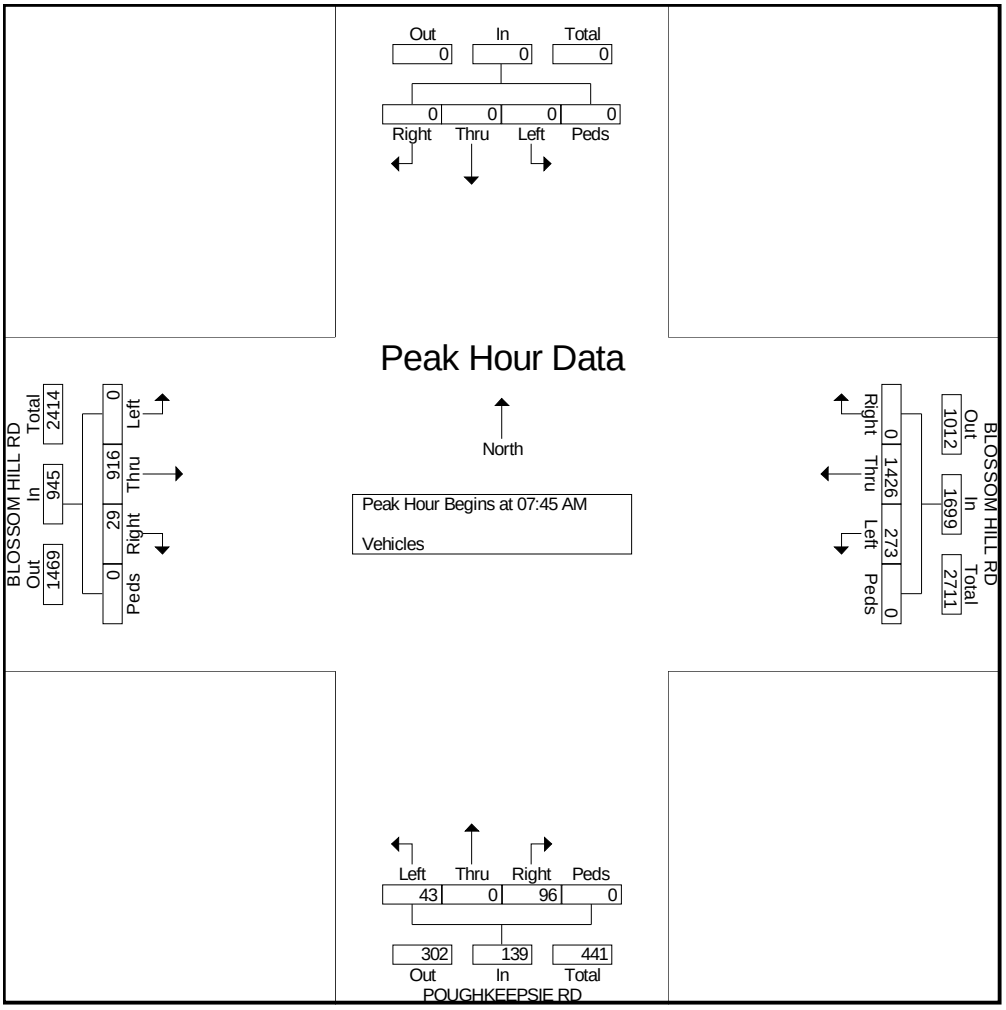

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Groups Printed- Vehicles

	Southbound					BLOSSOM HILL RD Westbound					POUGHKEEPSIE RD Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	238	58	0	296	21	0	42	0	63	10	190	0	0	200	559
04:15 PM	0	0	0	0	0	0	277	51	0	328	22	0	41	0	63	9	223	0	0	232	623
04:30 PM	0	0	0	0	0	0	292	39	0	331	21	0	35	0	56	5	253	0	0	258	645
04:45 PM	0	0	0	0	0	0	297	41	0	338	22	0	25	0	47	8	238	0	0	246	631
Total	0	0	0	0	0	0	1104	189	0	1293	86	0	143	0	229	32	904	0	0	936	2458
05:00 PM	0	0	0	0	0	0	355	71	0	426	28	0	44	0	72	7	281	0	0	288	786
05:15 PM	0	0	0	0	0	0	307	91	0	398	32	0	24	0	56	5	296	0	0	301	755
05:30 PM	0	0	0	0	0	0	304	43	0	347	26	0	27	0	53	16	287	0	0	303	703
05:45 PM	0	0	0	0	0	0	295	53	0	348	27	0	43	0	70	6	232	0	0	238	656
Total	0	0	0	0	0	0	1261	258	0	1519	113	0	138	0	251	34	1096	0	0	1130	2900
Grand Total	0	0	0	0	0	0	2365	447	0	2812	199	0	281	0	480	66	2000	0	0	2066	5358
Apprch %	0	0	0	0		0	84.1	15.9	0		41.5	0	58.5	0		3.2	96.8	0	0		
Total %	0	0	0	0	0	0	44.1	8.3	0	52.5	3.7	0	5.2	0	9	1.2	37.3	0	0	38.6	

	Southbound					BLOSSOM HILL RD Westbound					POUGHKEEPSIE RD Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	**355**	71	0	**426**	28	0	**44**	0	**72**	7	281	0	0	288	**786**
05:15 PM	0	0	0	0	0	0	307	**91**	0	398	**32**	0	24	0	56	5	**296**	0	0	301	755
05:30 PM	0	0	0	0	0	0	304	43	0	347	26	0	27	0	53	**16**	287	0	0	**303**	703
05:45 PM	0	0	0	0	0	0	295	53	0	348	27	0	43	0	70	6	232	0	0	238	656
Total Volume	0	0	0	0	0	0	1261	258	0	1519	113	0	138	0	251	34	1096	0	0	1130	2900
% App. Total																					
PHF	.000	.000	.000	.000	.000	.000	.888	.709	.000	.891	.883	.000	.784	.000	.872	.531	.926	.000	.000	.932	.922

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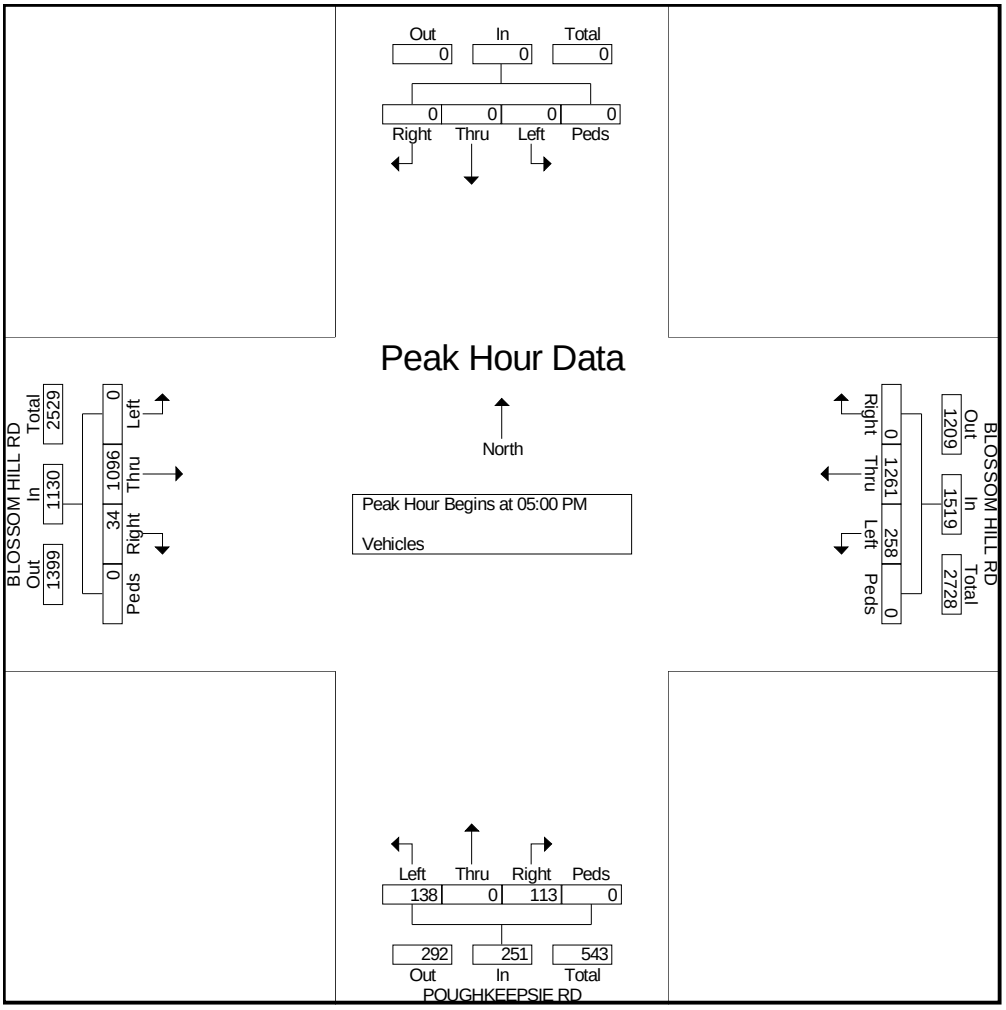

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Groups Printed- Vehicles

	NARVAEZ AVE Southbound					BRANHAM LN Westbound					NARVAEZ AVE Northbound					BRANHAM LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	17	5	3	0	25	28	171	4	0	203	8	6	14	0	28	1	63	26	0	90	346
07:15 AM	32	6	14	0	52	46	195	3	0	244	3	3	18	0	24	3	88	36	0	127	447
07:30 AM	42	1	14	0	57	28	262	5	0	295	1	6	12	0	19	5	97	40	0	142	513
07:45 AM	12	1	15	0	28	29	210	6	0	245	8	9	13	0	30	4	148	54	0	206	509
Total	103	13	46	0	162	131	838	18	0	987	20	24	57	0	101	13	396	156	0	565	1815
08:00 AM	25	2	16	0	43	35	176	10	0	221	5	4	8	0	17	4	105	29	0	138	419
08:15 AM	14	3	10	0	27	34	195	6	0	235	4	4	9	0	17	4	69	24	0	97	376
08:30 AM	13	3	9	0	25	25	146	3	0	174	1	8	6	0	15	4	80	22	0	106	320
08:45 AM	9	3	10	0	22	27	159	4	0	190	1	6	10	0	17	1	66	14	0	81	310
Total	61	11	45	0	117	121	676	23	0	820	11	22	33	0	66	13	320	89	0	422	1425
Grand Total	164	24	91	0	279	252	1514	41	0	1807	31	46	90	0	167	26	716	245	0	987	3240
Apprch %	58.8	8.6	32.6	0		13.9	83.8	2.3	0		18.6	27.5	53.9	0		2.6	72.5	24.8	0		
Total %	5.1	0.7	2.8	0	8.6	7.8	46.7	1.3	0	55.8	1	1.4	2.8	0	5.2	0.8	22.1	7.6	0	30.5	

	NARVAEZ AVE Southbound					BRANHAM LN Westbound					NARVAEZ AVE Northbound					BRANHAM LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	32	**6**	14	0	52	**46**	195	3	0	244	3	3	**18**	0	24	3	88	36	0	127	447
07:30 AM	**42**	1	14	0	**57**	28	**262**	5	0	**295**	1	6	12	0	19	**5**	97	40	0	142	**513**
07:45 AM	12	1	15	0	28	29	210	6	0	245	**8**	**9**	13	0	**30**	4	**148**	**54**	0	**206**	509
08:00 AM	25	2	**16**	0	43	35	176	**10**	0	221	5	4	8	0	17	4	105	29	0	138	419
Total Volume	111	10	59	0	180	138	843	24	0	1005	17	22	51	0	90	16	438	159	0	613	1888
% App. Total	61.7	5.6	32.8	0		13.7	83.9	2.4	0		18.9	24.4	56.7	0		2.6	71.5	25.9	0		
PHF	.661	.417	.922	.000	.789	.750	.804	.600	.000	.852	.531	.611	.708	.000	.750	.800	.740	.736	.000	.744	.920

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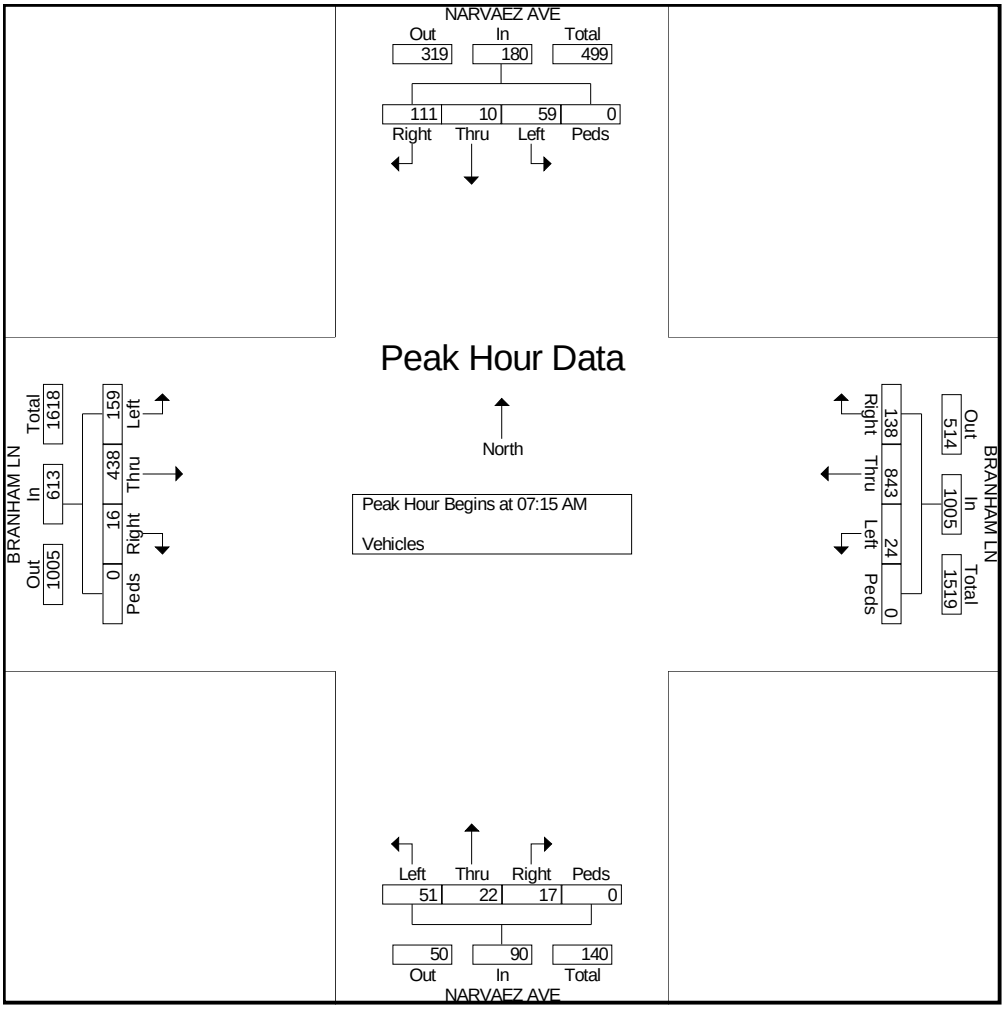

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Groups Printed- Vehicles

	NARVAEZ DR Southbound					BRANHAM LN Westbound					NARVAEZ DR Northbound					BRANHAM LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	25	8	25	0	58	23	99	5	0	127	1	7	8	0	16	8	158	22	0	188	389
04:15 PM	20	6	53	0	79	15	110	2	0	127	1	2	3	0	6	8	142	26	0	176	388
04:30 PM	24	11	40	0	75	17	122	1	0	140	1	2	3	0	6	9	151	34	0	194	415
04:45 PM	34	10	34	0	78	12	119	2	0	133	3	4	6	0	13	7	175	37	0	219	443
Total	103	35	152	0	290	67	450	10	0	527	6	15	20	0	41	32	626	119	0	777	1635
05:00 PM	24	4	32	0	60	13	124	5	0	142	1	3	4	0	8	11	172	25	0	208	418
05:15 PM	22	4	56	0	82	24	133	5	0	162	0	3	1	0	4	13	194	24	0	231	479
05:30 PM	20	8	54	0	82	21	129	3	0	153	0	2	4	0	6	9	184	42	0	235	476
05:45 PM	14	5	31	0	50	16	111	4	0	131	0	3	7	0	10	6	171	30	0	207	398
Total	80	21	173	0	274	74	497	17	0	588	1	11	16	0	28	39	721	121	0	881	1771
Grand Total	183	56	325	0	564	141	947	27	0	1115	7	26	36	0	69	71	1347	240	0	1658	3406
Apprch %	32.4	9.9	57.6	0		12.6	84.9	2.4	0		10.1	37.7	52.2	0		4.3	81.2	14.5	0		
Total %	5.4	1.6	9.5	0	16.6	4.1	27.8	0.8	0	32.7	0.2	0.8	1.1	0	2	2.1	39.5	7	0	48.7	

	NARVAEZ DR Southbound					BRANHAM LN Westbound					NARVAEZ DR Northbound					BRANHAM LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**34**	**10**	34	0	78	12	119	2	0	133	**3**	**4**	**6**	0	**13**	7	175	37	0	219	443
05:00 PM	24	4	32	0	60	13	124	**5**	0	142	1	3	4	0	8	11	172	25	0	208	418
05:15 PM	22	4	**56**	0	**82**	**24**	**133**	5	0	**162**	0	3	1	0	4	**13**	**194**	24	0	231	**479**
05:30 PM	20	8	54	0	82	21	129	3	0	153	0	2	4	0	6	9	184	**42**	0	**235**	476
Total Volume	100	26	176	0	302	70	505	15	0	590	4	12	15	0	31	40	725	128	0	893	1816
% App. Total	33.1	8.6	58.3	0		11.9	85.6	2.5	0		12.9	38.7	48.4	0		4.5	81.2	14.3	0		
PHF	.735	.650	.786	.000	.921	.729	.949	.750	.000	.910	.333	.750	.625	.000	.596	.769	.934	.762	.000	.950	.948

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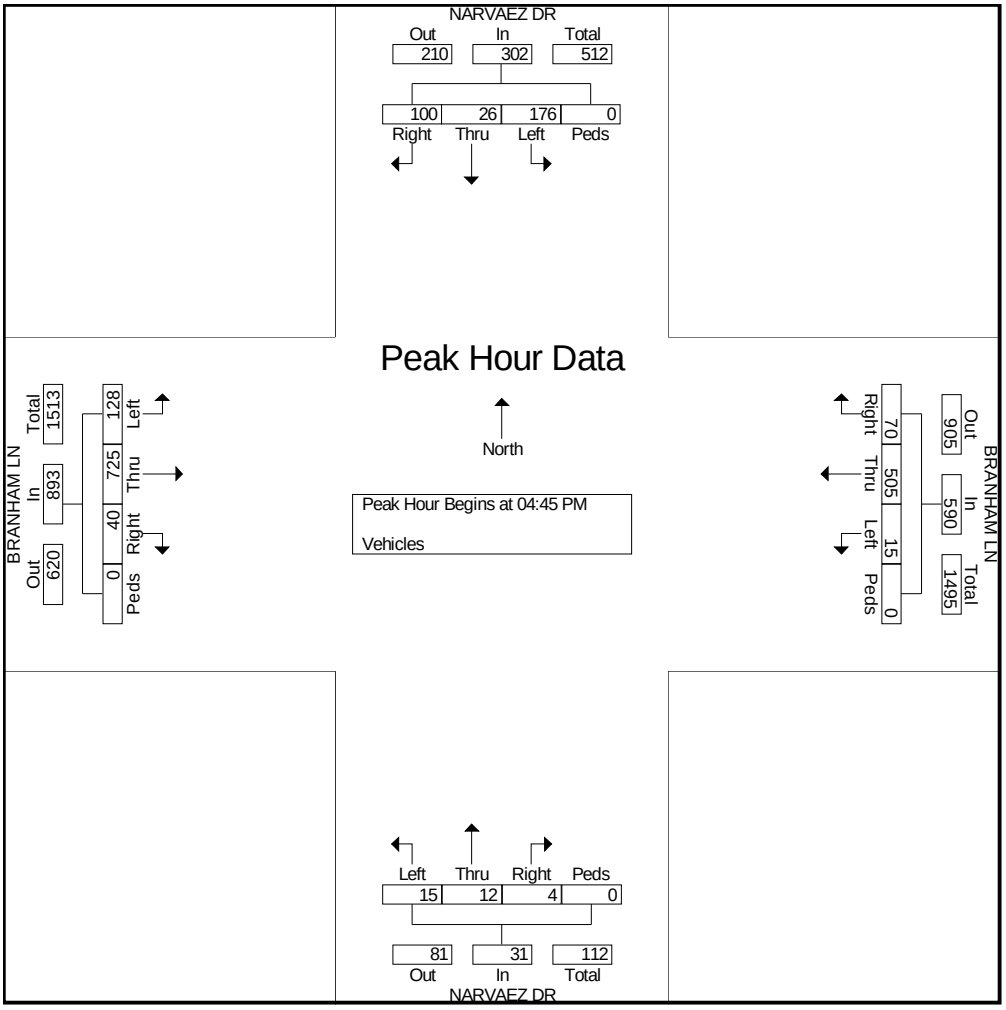

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Groups Printed- Vehicles

	VISTA PARK DR Southbound					BRANHAM LN Westbound					VISTA PARK DR Northbound					BRANHAM LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	18	4	14	0	36	21	142	9	0	172	11	8	6	0	25	1	59	23	0	83	316
07:15 AM	16	8	16	0	40	26	158	11	0	195	12	11	5	0	28	2	99	24	0	125	388
07:30 AM	22	11	19	0	52	51	204	13	0	268	14	38	18	0	70	1	116	29	0	146	536
07:45 AM	17	17	35	0	69	39	232	19	0	290	16	50	26	0	92	4	134	38	0	176	627
Total	73	40	84	0	197	137	736	52	0	925	53	107	55	0	215	8	408	114	0	530	1867
08:00 AM	24	23	43	0	90	43	175	11	0	229	12	21	17	0	50	3	155	48	0	206	575
08:15 AM	19	14	31	0	64	63	152	13	0	228	9	11	11	0	31	2	153	26	0	181	504
08:30 AM	16	13	36	0	65	35	139	10	0	184	7	10	15	0	32	3	143	25	0	171	452
08:45 AM	13	8	25	0	46	29	144	11	0	184	10	12	18	0	40	5	127	19	0	151	421
Total	72	58	135	0	265	170	610	45	0	825	38	54	61	0	153	13	578	118	0	709	1952
Grand Total	145	98	219	0	462	307	1346	97	0	1750	91	161	116	0	368	21	986	232	0	1239	3819
Apprch %	31.4	21.2	47.4	0		17.5	76.9	5.5	0		24.7	43.8	31.5	0		1.7	79.6	18.7	0		
Total %	3.8	2.6	5.7	0	12.1	8	35.2	2.5	0	45.8	2.4	4.2	3	0	9.6	0.5	25.8	6.1	0	32.4	

	VISTA PARK DR Southbound					BRANHAM LN Westbound					VISTA PARK DR Northbound					BRANHAM LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	22	11	19	0	52	51	204	13	0	268	14	38	18	0	70	1	116	29	0	146	536
07:45 AM	17	17	35	0	69	39	**232**	**19**	0	**290**	**16**	**50**	**26**	0	**92**	**4**	134	38	0	176	**627**
08:00 AM	**24**	**23**	**43**	0	**90**	43	175	11	0	229	12	21	17	0	50	3	**155**	**48**	0	**206**	575
08:15 AM	19	14	31	0	64	**63**	152	13	0	228	9	11	11	0	31	2	153	26	0	181	504
Total Volume	82	65	128	0	275	196	763	56	0	1015	51	120	72	0	243	10	558	141	0	709	2242
% App. Total	29.8	23.6	46.5	0		19.3	75.2	5.5	0		21	49.4	29.6	0		1.4	78.7	19.9	0		
PHF	.854	.707	.744	.000	.764	.778	.822	.737	.000	.875	.797	.600	.692	.000	.660	.625	.900	.734	.000	.860	.894

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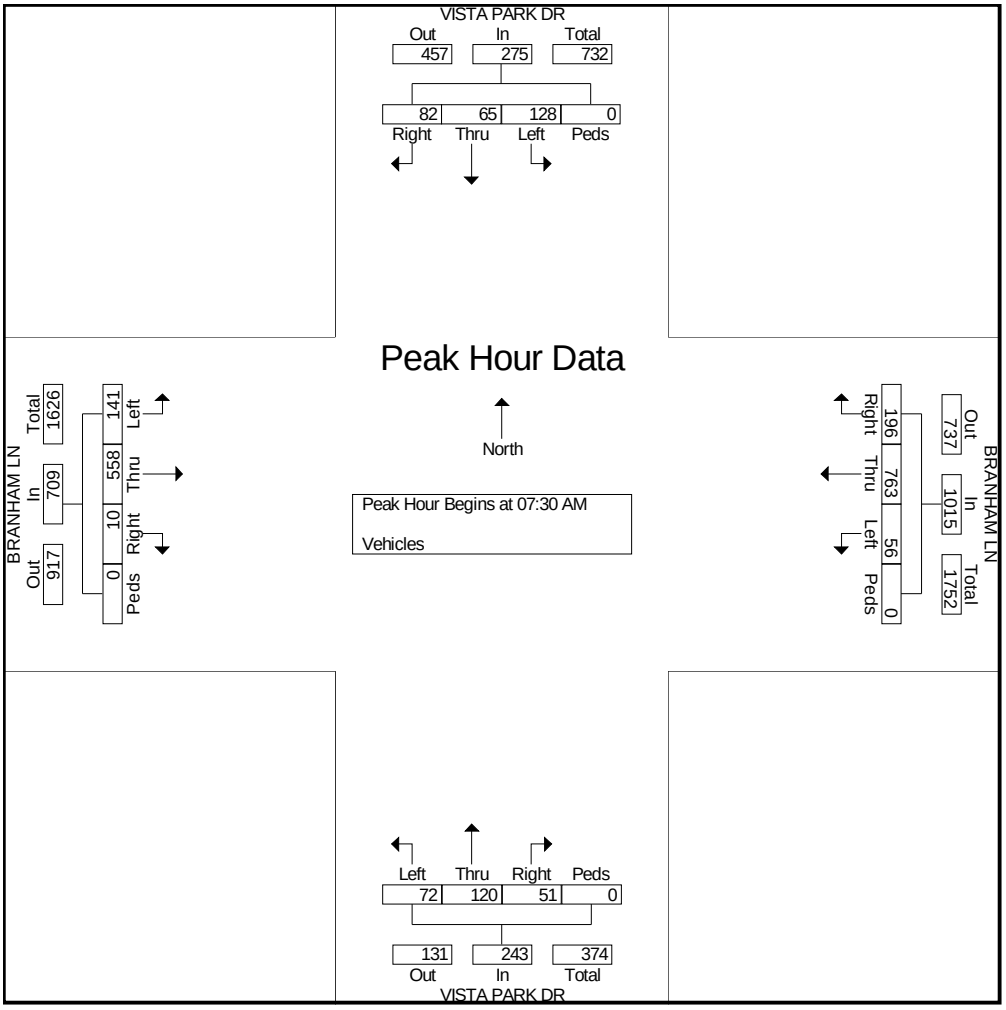

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Groups Printed- Vehicles

	VISTA PARK DR Southbound					BRANHAM LN Westbound					VISTA PARK DR Northbound					BRANHAM LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	19	8	38	0	65	18	78	15	0	111	12	8	14	0	34	2	131	27	0	160	370
04:15 PM	11	6	47	0	64	37	102	19	0	158	14	7	13	0	34	0	171	22	0	193	449
04:30 PM	13	9	50	0	72	34	117	25	0	176	19	6	16	0	41	2	154	31	0	187	476
04:45 PM	14	14	54	0	82	35	101	19	0	155	13	14	7	0	34	1	168	28	0	197	468
Total	57	37	189	0	283	124	398	78	0	600	58	35	50	0	143	5	624	108	0	737	1763
05:00 PM	14	21	43	0	78	32	154	29	0	215	26	18	8	0	52	3	181	30	0	214	559
05:15 PM	16	27	38	0	81	35	145	24	0	204	24	21	12	0	57	2	196	28	0	226	568
05:30 PM	20	20	31	0	71	32	149	26	0	207	20	23	14	0	57	1	179	21	0	201	536
05:45 PM	41	16	26	0	83	28	127	21	0	176	19	15	10	0	44	0	168	17	0	185	488
Total	91	84	138	0	313	127	575	100	0	802	89	77	44	0	210	6	724	96	0	826	2151
Grand Total	148	121	327	0	596	251	973	178	0	1402	147	112	94	0	353	11	1348	204	0	1563	3914
Apprch %	24.8	20.3	54.9	0		17.9	69.4	12.7	0		41.6	31.7	26.6	0		0.7	86.2	13.1	0		
Total %	3.8	3.1	8.4	0	15.2	6.4	24.9	4.5	0	35.8	3.8	2.9	2.4	0	9	0.3	34.4	5.2	0	39.9	

	VISTA PARK DR Southbound					BRANHAM LN Westbound					VISTA PARK DR Northbound					BRANHAM LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	14	21	**43**	0	78	32	**154**	**29**	0	**215**	**26**	18	8	0	52	**3**	181	**30**	0	214	559
05:15 PM	16	**27**	38	0	81	**35**	145	24	0	204	24	21	12	0	**57**	2	**196**	28	0	**226**	**568**
05:30 PM	20	20	31	0	71	32	149	26	0	207	20	**23**	**14**	0	57	1	179	21	0	201	536
05:45 PM	**41**	16	26	0	**83**	28	127	21	0	176	19	15	10	0	44	0	168	17	0	185	488
Total Volume	91	84	138	0	313	127	575	100	0	802	89	77	44	0	210	6	724	96	0	826	2151
% App. Total	29.1	26.8	44.1	0		15.8	71.7	12.5	0		42.4	36.7	21	0		0.7	87.7	11.6	0		
PHF	.555	.778	.802	.000	.943	.907	.933	.862	.000	.933	.856	.837	.786	.000	.921	.500	.923	.800	.000	.914	.947

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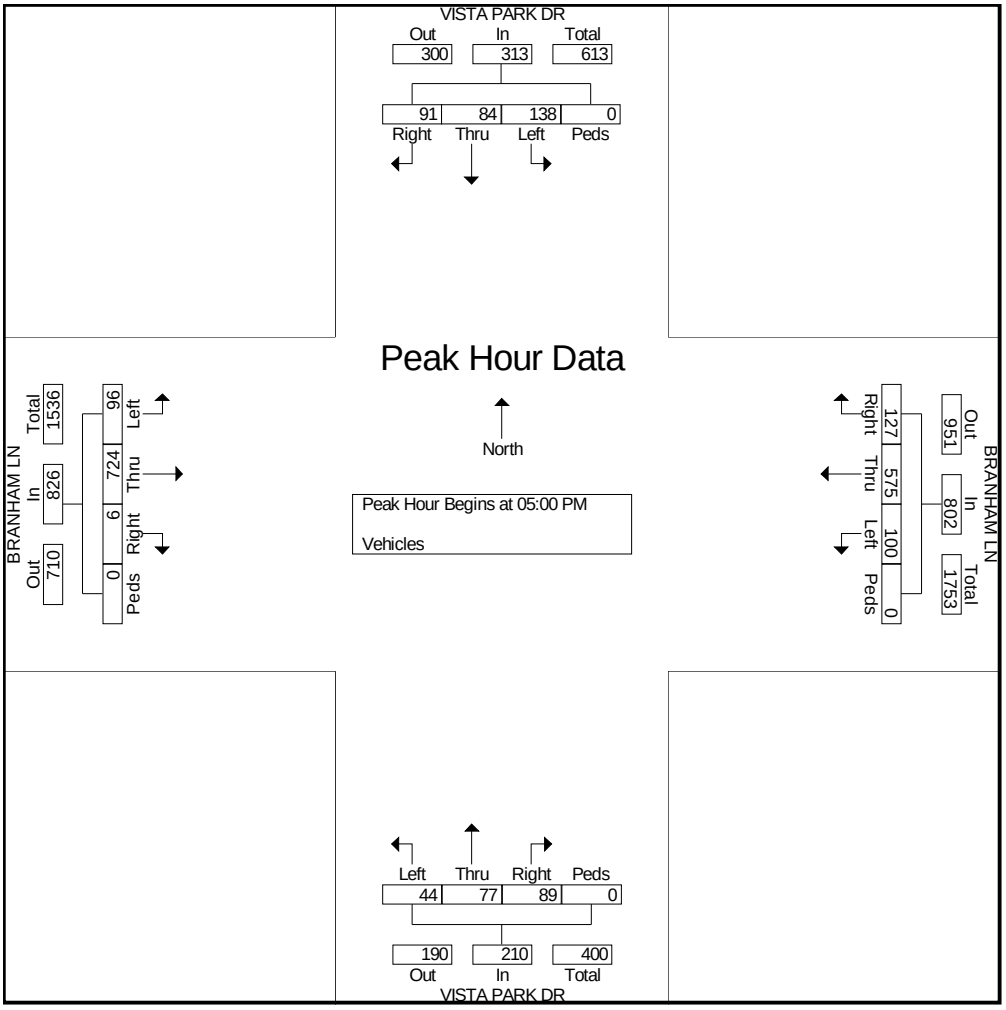


1-3PM Peak-Hour Volume Count Worksheet

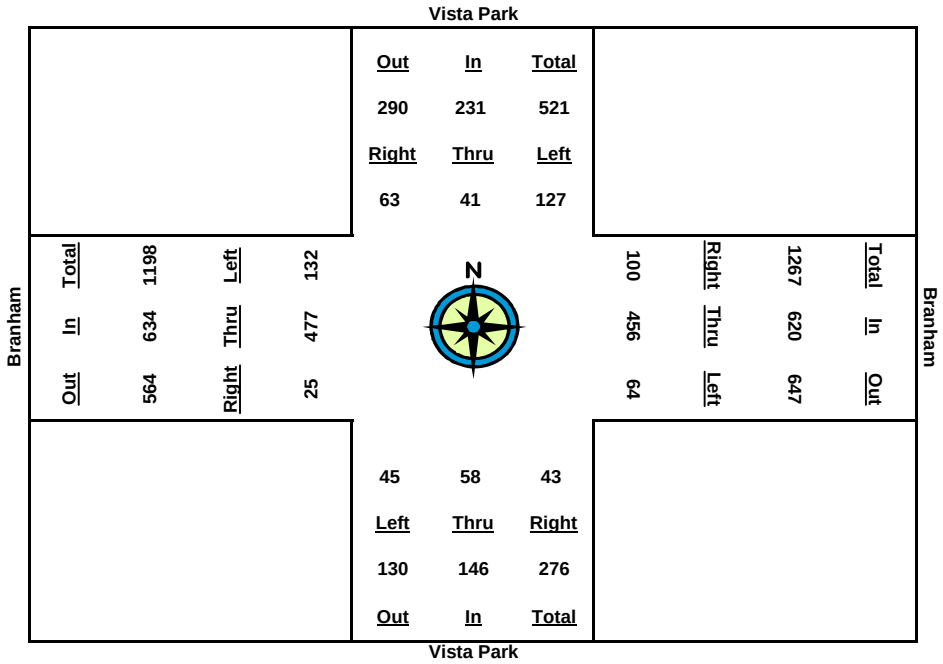
Date: 1/10/09
Counter: Patti and Ryan
Intersection Name: Branham and Vista Park San Jose
Weather: Clear 08MW04

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Vista Park				Branham				Vista Park				Branham			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	3	7	18	28	22	67	7	96	5	10	3	18	4	76	10	90
1:30	13	11	52	76	48	186	16	250	13	17	21	51	8	188	36	232
1:45	24	17	87	128	72	304	32	408	26	24	33	83	11	310	70	391
2:00	39	27	112	178	104	417	52	573	34	37	38	109	19	427	106	552
2:15	52	36	142	230	123	519	61	703	45	54	45	144	22	522	124	668
2:30	70	50	177	297	149	643	74	866	60	70	56	186	26	622	145	793
2:45	87	58	214	359	172	760	96	1,028	69	82	78	229	36	787	202	1,025
3:00	104	66	246	416	191	848	104	1,143	73	94	86	253	38	930	255	1,223

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
1:00 - 2:00	39	27	112	178	104	417	52	573	34	37	38	109	19	427	106	552	1,412
1:15 - 2:15	49	29	124	202	101	452	54	607	40	44	42	126	18	446	114	578	1,513
2:30 - 3:30	57	39	125	221	101	457	58	616	47	53	35	135	18	434	109	561	1,533
2:45 - 3:45	63	41	127	231	100	456	64	620	43	58	45	146	25	477	132	634	1,631
2:00 - 3:00	65	39	134	238	87	431	52	570	39	57	48	144	19	503	149	671	1,623
Peak Volumes:	**63**	**41**	**127**	**231**	**100**	**456**	**64**	**620**	**43**	**58**	**45**	**146**	**25**	**477**	**132**	**634**	**1,631**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	45	58	43	127	41	63	132	477	25	64	456	100



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Groups Printed- Vehicles

	SAFEWAY Southbound					BRANHAM LN Westbound					Northbound					BRANHAM LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	0	2	0	12	7	133	0	0	140	0	0	0	0	0	0	104	10	0	114	266
07:15 AM	3	0	8	0	11	4	215	0	0	219	0	0	0	0	0	0	109	4	0	113	343
07:30 AM	7	0	8	0	15	7	253	0	0	260	0	0	0	0	0	0	109	5	0	114	389
07:45 AM	12	0	9	0	21	8	246	0	0	254	0	0	0	0	0	0	123	7	0	130	405
Total	32	0	27	0	59	26	847	0	0	873	0	0	0	0	0	0	445	26	0	471	1403
08:00 AM	8	0	9	0	17	9	215	0	0	224	0	0	0	0	0	0	126	3	0	129	370
08:15 AM	15	0	16	0	31	9	222	0	0	231	0	0	0	0	0	0	112	7	0	119	381
08:30 AM	15	0	17	0	32	7	193	0	0	200	0	0	0	0	0	0	80	14	0	94	326
08:45 AM	13	0	19	0	32	11	125	0	0	136	0	0	0	0	0	0	93	4	0	97	265
Total	51	0	61	0	112	36	755	0	0	791	0	0	0	0	0	0	411	28	0	439	1342
Grand Total	83	0	88	0	171	62	1602	0	0	1664	0	0	0	0	0	0	856	54	0	910	2745
Apprch %	48.5	0	51.5	0		3.7	96.3	0	0		0	0	0	0		0	94.1	5.9	0		
Total %	3	0	3.2	0	6.2	2.3	58.4	0	0	60.6	0	0	0	0	0	0	31.2	2	0	33.2	

	SAFEWAY Southbound					BRANHAM LN Westbound					Northbound					BRANHAM LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	7	0	8	0	15	7	**253**	0	0	**260**	0	0	0	0	0	0	109	5	0	114	389
07:45 AM	12	0	9	0	21	8	246	0	0	254	0	0	0	0	0	0	123	**7**	0	**130**	**405**
08:00 AM	8	0	9	0	17	**9**	215	0	0	224	0	0	0	0	0	0	**126**	3	0	129	370
08:15 AM	**15**	0	**16**	0	**31**	9	222	0	0	231	0	0	0	0	0	0	112	7	0	119	381
Total Volume	42	0	42	0	84	33	936	0	0	969	0	0	0	0	0	0	470	22	0	492	1545
% App. Total	50	0	50	0		3.4	96.6	0	0		0	0	0	0		0	95.5	4.5	0		
PHF	.700	.000	.656	.000	.677	.917	.925	.000	.000	.932	.000	.000	.000	.000	.000	.000	.933	.786	.000	.946	.954

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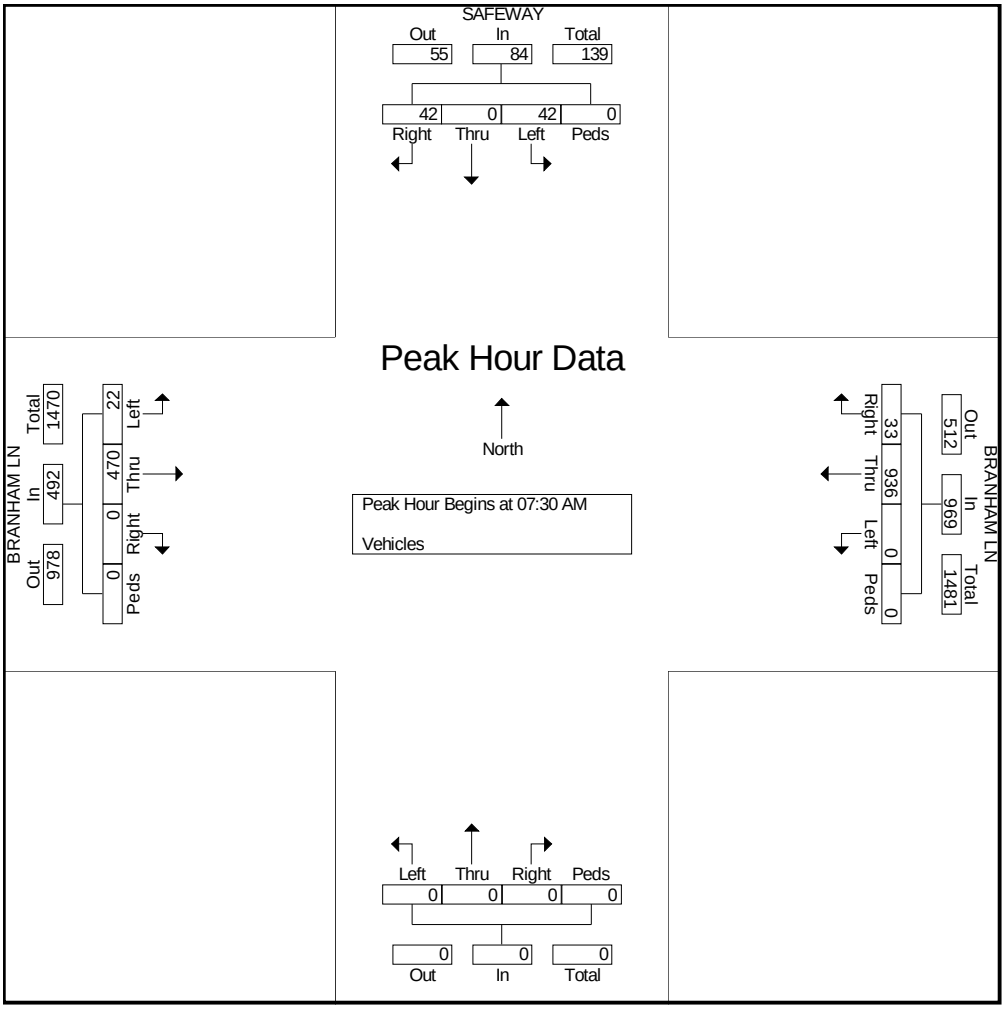

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Groups Printed- Vehicles

	SAFEWAY Southbound					BLOSSOM HILL RD Westbound					Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	0	21	0	32	34	130	0	0	164	0	0	0	0	0	0	145	29	0	174	370
04:15 PM	5	0	31	0	36	26	107	0	0	133	0	0	0	0	0	0	166	21	0	187	356
04:30 PM	5	0	29	0	34	37	120	0	0	157	0	0	0	0	0	0	145	29	0	174	365
04:45 PM	10	0	42	0	52	35	125	0	0	160	0	0	0	0	0	0	147	16	0	163	375
Total	31	0	123	0	154	132	482	0	0	614	0	0	0	0	0	0	603	95	0	698	1466
05:00 PM	7	0	45	0	52	36	137	0	0	173	0	0	0	0	0	0	144	19	0	163	388
05:15 PM	17	0	47	0	64	37	163	0	0	200	0	0	0	0	0	0	177	27	0	204	468
05:30 PM	20	0	51	0	71	37	144	0	0	181	0	0	0	0	0	0	171	28	0	199	451
05:45 PM	10	0	51	0	61	33	159	0	0	192	0	0	0	0	0	0	178	27	0	205	458
Total	54	0	194	0	248	143	603	0	0	746	0	0	0	0	0	0	670	101	0	771	1765
Grand Total	85	0	317	0	402	275	1085	0	0	1360	0	0	0	0	0	0	1273	196	0	1469	3231
Apprch %	21.1	0	78.9	0		20.2	79.8	0	0		0	0	0	0		0	86.7	13.3	0		
Total %	2.6	0	9.8	0	12.4	8.5	33.6	0	0	42.1	0	0	0	0	0	0	39.4	6.1	0	45.5	

	SAFEWAY Southbound					BLOSSOM HILL RD Westbound					Northbound					BLOSSOM HILL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	7	0	45	0	52	36	137	0	0	173	0	0	0	0	0	0	144	19	0	163	388
05:15 PM	17	0	47	0	64	**37**	**163**	0	0	**200**	0	0	0	0	0	0	177	27	0	204	**468**
05:30 PM	**20**	0	**51**	0	**71**	37	144	0	0	181	0	0	0	0	0	0	171	**28**	0	199	451
05:45 PM	10	0	51	0	61	33	159	0	0	192	0	0	0	0	0	0	**178**	27	0	**205**	458
Total Volume	54	0	194	0	248	143	603	0	0	746	0	0	0	0	0	0	670	101	0	771	1765
% App. Total	21.8	0	78.2	0		19.2	80.8	0	0		0	0	0	0		0	86.9	13.1	0		
PHF	.675	.000	.951	.000	.873	.966	.925	.000	.000	.933	.000	.000	.000	.000	.000	.000	.941	.902	.000	.940	.943

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File Name : 9PM FINAL
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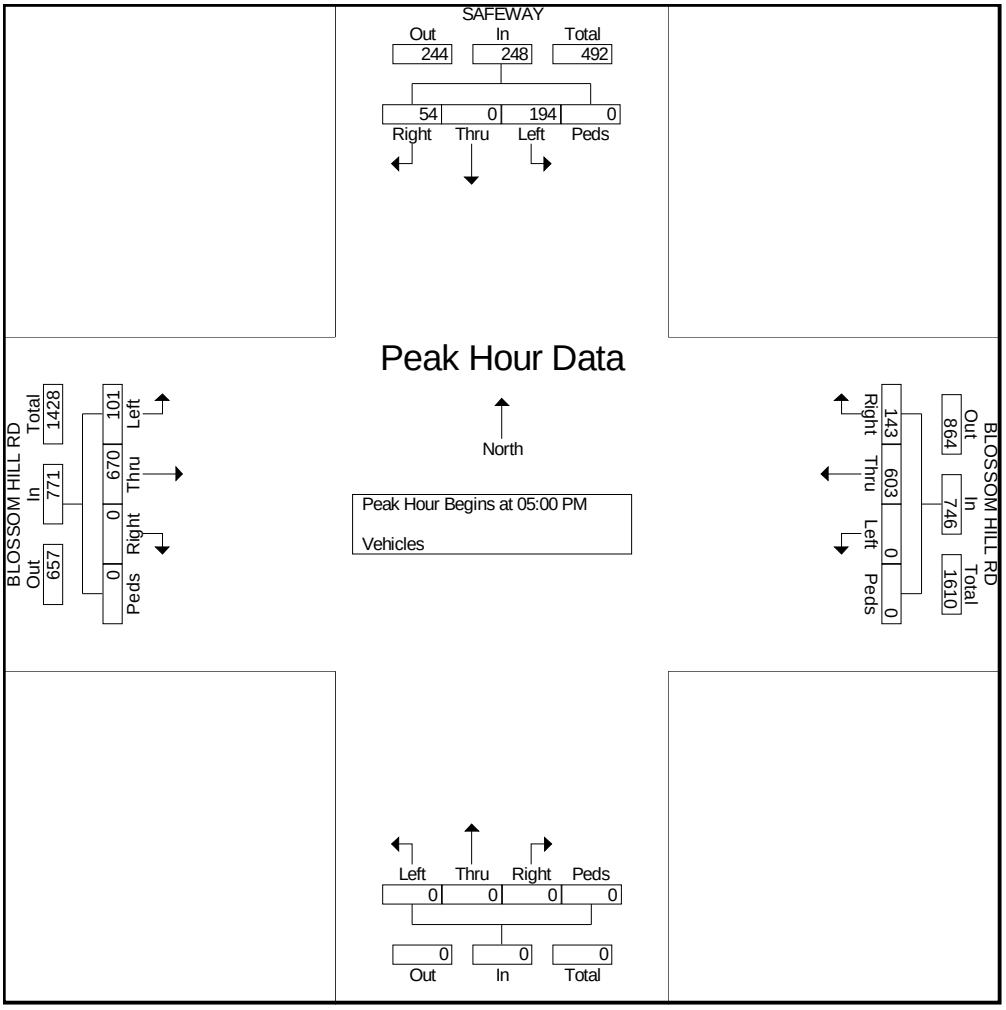


1-3PM Peak-Hour Volume Count Worksheet

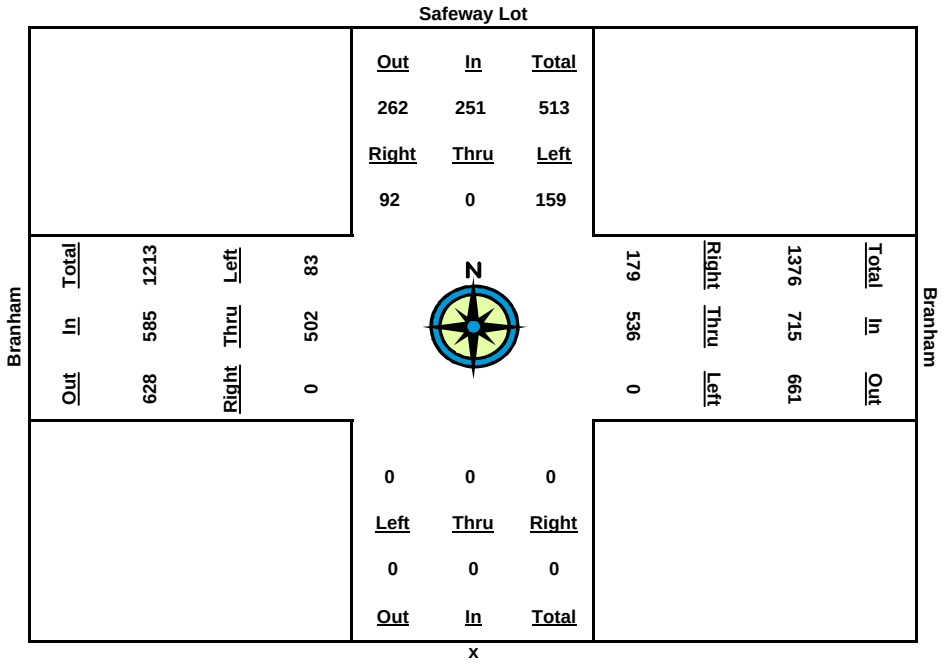
Date: 1/10/09
Counter: Kevin and Keith
Intersection Name: Branham and Safeway (near Snell)
Weather: Clear 08MW04

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Safeway Lot				Branham				x				Branham			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	16	0	37	53	42	132	0	174	0	0	0	0	0	118	17	135
1:30	40	0	81	121	87	250	0	337	0	0	0	0	0	239	25	264
1:45	69	0	124	193	149	422	0	571	0	0	0	0	0	389	60	449
2:00	84	0	151	235	176	525	0	701	0	0	0	0	0	495	76	571
2:15	108	0	196	304	221	668	0	889	0	0	0	0	0	620	100	720
2:30	127	0	217	344	264	778	0	1,042	0	0	0	0	0	746	116	862
2:45	154	0	257	411	305	899	0	1,204	0	0	0	0	0	879	134	1,013
3:00	171	0	286	457	330	995	0	1,325	0	0	0	0	0	990	142	1,132

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
1:00 - 2:00	84	0	151	235	176	525	0	701	0	0	0	0	0	495	76	571	1,507
1:15 - 2:15	92	0	159	251	179	536	0	715	0	0	0	0	0	502	83	585	1,551
2:30 - 3:30	87	0	136	223	177	528	0	705	0	0	0	0	0	507	91	598	1,526
2:45 - 3:45	85	0	133	218	156	477	0	633	0	0	0	0	0	490	74	564	1,415
2:00 - 3:00	87	0	135	222	154	470	0	624	0	0	0	0	0	495	66	561	1,407
Peak Volumes:	**92**	**0**	**159**	**251**	**179**	**536**	**0**	**715**	**0**	**0**	**0**	**0**	**0**	**502**	**83**	**585**	**1,551**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	159	0	92	83	502	0	0	536	179



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File Name : 10AM FINAL
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Groups Printed- Vehicles

	SNELL AVE Southbound					THE WOODS DR Westbound					SNELL AVE Northbound					GOLD RUN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	103	31	0	134	92	4	13	0	109	3	250	1	0	254	2	1	9	0	12	509
07:15 AM	3	106	26	0	135	97	0	11	0	108	5	290	4	0	299	2	0	4	0	6	548
07:30 AM	0	111	37	0	148	103	2	23	0	128	8	295	1	0	304	2	1	12	0	15	595
07:45 AM	5	129	37	0	171	96	0	18	0	114	8	261	1	0	270	2	0	9	0	11	566
Total	8	449	131	0	588	388	6	65	0	459	24	1096	7	0	1127	8	2	34	0	44	2218
08:00 AM	2	132	29	0	163	102	1	24	0	127	5	263	3	0	271	1	0	4	0	5	566
08:15 AM	2	131	30	0	163	80	0	32	0	112	4	237	4	0	245	4	0	2	0	6	526
08:30 AM	0	116	12	0	128	34	0	11	0	45	17	218	2	0	237	0	0	2	0	2	412
08:45 AM	0	105	10	0	115	44	0	10	0	54	2	161	1	0	164	1	0	2	0	3	336
Total	4	484	81	0	569	260	1	77	0	338	28	879	10	0	917	6	0	10	0	16	1840
Grand Total	12	933	212	0	1157	648	7	142	0	797	52	1975	17	0	2044	14	2	44	0	60	4058
Apprch %	1	80.6	18.3	0		81.3	0.9	17.8	0		2.5	96.6	0.8	0		23.3	3.3	73.3	0		
Total %	0.3	23	5.2	0	28.5	16	0.2	3.5	0	19.6	1.3	48.7	0.4	0	50.4	0.3	0	1.1	0	1.5	

	SNELL AVE Southbound					THE WOODS DR Westbound					SNELL AVE Northbound					GOLD RUN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	106	26	0	135	97	0	11	0	108	5	290	**4**	0	299	**2**	0	4	0	6	548
07:30 AM	0	111	**37**	0	148	**103**	**2**	23	0	**128**	**8**	**295**	1	0	**304**	2	**1**	**12**	0	**15**	**595**
07:45 AM	**5**	129	37	0	**171**	96	0	18	0	114	8	261	1	0	270	2	0	9	0	11	566
08:00 AM	2	**132**	29	0	163	102	1	**24**	0	127	5	263	3	0	271	1	0	4	0	5	566
Total Volume	10	478	129	0	617	398	3	76	0	477	26	1109	9	0	1144	7	1	29	0	37	2275
% App. Total																					
PHF	.500	.905	.872	.000	.902	.966	.375	.792	.000	.932	.813	.940	.563	.000	.941	.875	.250	.604	.000	.617	.956

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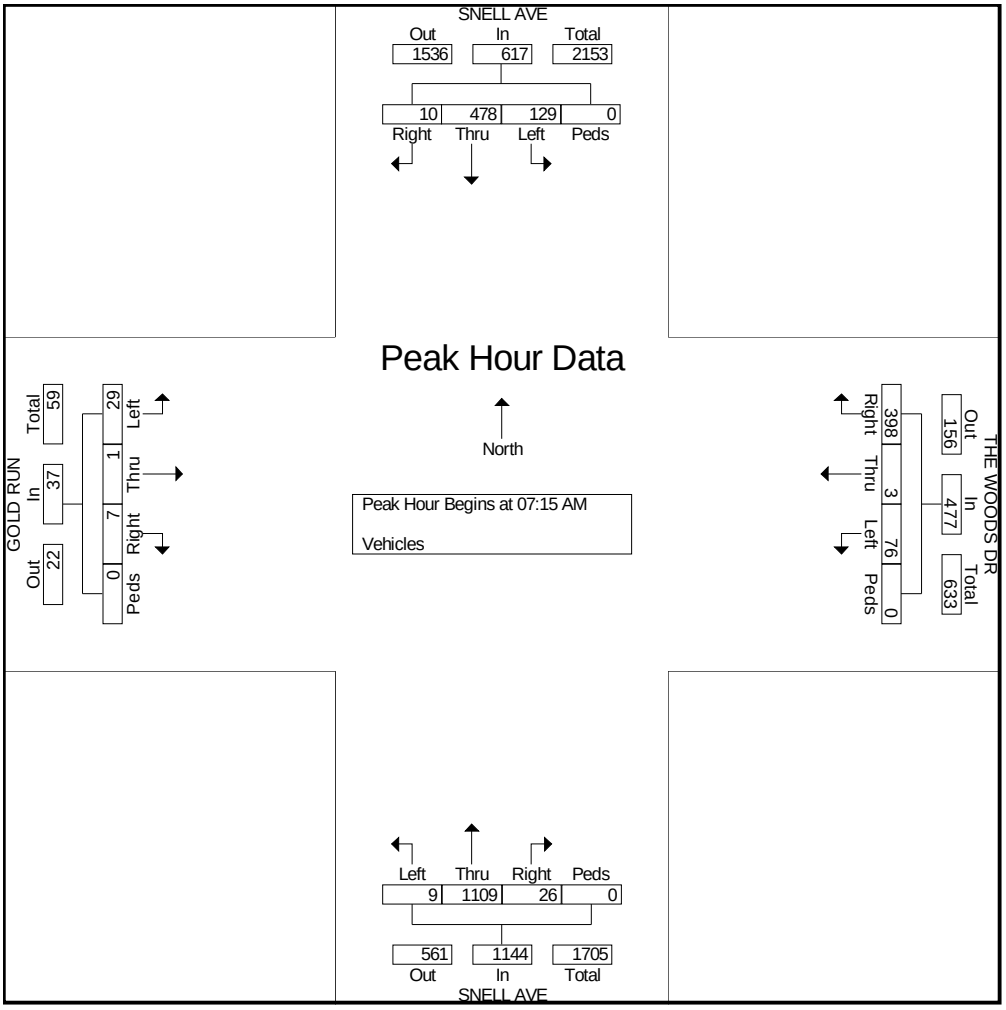

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File Name : 10PM FINAL
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Groups Printed- Vehicles

	SNELL AVE Southbound					THE WOODS DR Westbound					SNELL AVE Northbound					GOLD RUN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	171	70	0	249	20	1	6	0	27	10	102	6	0	118	2	1	5	0	8	402
04:15 PM	6	227	75	0	308	27	0	9	0	36	12	121	4	0	137	0	0	3	0	3	484
04:30 PM	5	196	65	0	266	24	0	6	0	30	10	127	2	0	139	2	0	6	0	8	443
04:45 PM	4	189	61	0	254	24	0	5	0	29	12	88	5	0	105	1	0	2	0	3	391
Total	23	783	271	0	1077	95	1	26	0	122	44	438	17	0	499	5	1	16	0	22	1720
05:00 PM	6	217	79	0	302	25	0	9	0	34	22	117	2	0	141	0	0	1	0	1	478
05:15 PM	11	229	77	0	317	34	0	15	0	49	23	149	4	0	176	3	0	2	0	5	547
05:30 PM	6	234	81	0	321	36	0	15	0	51	17	146	7	0	170	0	0	3	0	3	545
05:45 PM	3	218	98	0	319	29	1	17	0	47	18	123	4	0	145	1	0	1	0	2	513
Total	26	898	335	0	1259	124	1	56	0	181	80	535	17	0	632	4	0	7	0	11	2083
Grand Total	49	1681	606	0	2336	219	2	82	0	303	124	973	34	0	1131	9	1	23	0	33	3803
Apprch %	2.1	72	25.9	0		72.3	0.7	27.1	0		11	86	3	0		27.3	3	69.7	0		
Total %	1.3	44.2	15.9	0	61.4	5.8	0.1	2.2	0	8	3.3	25.6	0.9	0	29.7	0.2	0	0.6	0	0.9	

	SNELL AVE Southbound					THE WOODS DR Westbound					SNELL AVE Northbound					GOLD RUN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	6	217	79	0	302	25	0	9	0	34	22	117	2	0	141	0	0	1	0	1	478
05:15 PM	**11**	229	77	0	317	34	0	15	0	49	**23**	**149**	4	0	**176**	**3**	0	2	0	**5**	**547**
05:30 PM	6	**234**	81	0	**321**	**36**	0	15	0	**51**	17	146	**7**	0	170	0	0	**3**	0	3	545
05:45 PM	3	218	**98**	0	319	29	**1**	**17**	0	47	18	123	4	0	145	1	0	1	0	2	513
Total Volume	26	898	335	0	1259	124	1	56	0	181	80	535	17	0	632	4	0	7	0	11	2083
% App. Total	2.1	71.3	26.6	0		68.5	0.6	30.9	0		12.7	84.7	2.7	0		36.4	0	63.6	0		
PHF	.591	.959	.855	.000	.981	.861	.250	.824	.000	.887	.870	.898	.607	.000	.898	.333	.000	.583	.000	.550	.952

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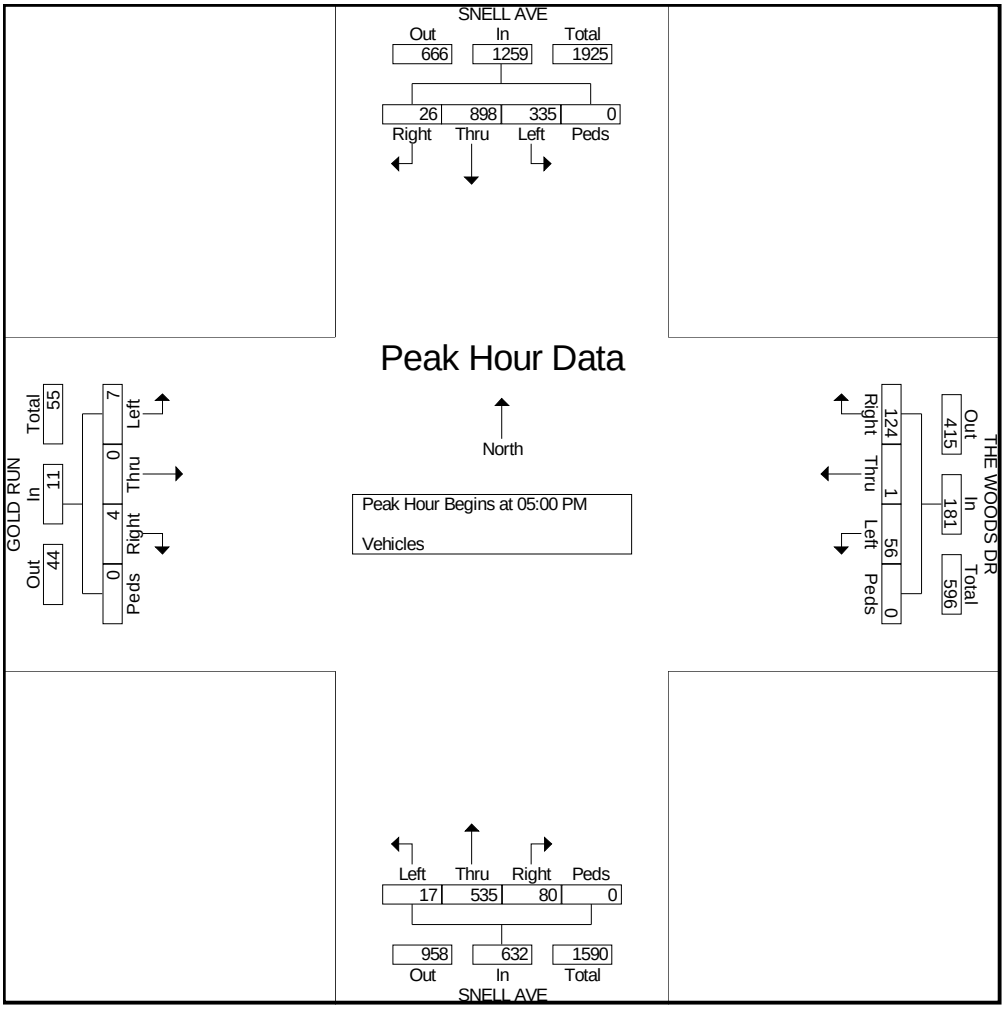

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File Name : 11AM FINAL
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Groups Printed- Vehicles

	SNELL AVE Southbound					ROSENBAUM AVE Westbound					SNELL AVE Northbound					ROSENBAUM AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	111	2	0	119	19	3	19	0	41	6	242	12	0	260	13	1	22	0	36	456
07:15 AM	15	126	1	0	142	26	1	24	0	51	1	252	22	0	275	13	2	24	0	39	507
07:30 AM	14	128	1	0	143	26	4	42	0	72	9	237	8	0	254	16	3	32	0	51	520
07:45 AM	17	136	2	0	155	25	11	16	0	52	6	216	22	0	244	21	4	33	0	58	509
Total	52	501	6	0	559	96	19	101	0	216	22	947	64	0	1033	63	10	111	0	184	1992
08:00 AM	70	88	2	0	160	12	23	13	0	48	6	237	39	0	282	20	7	18	0	45	535
08:15 AM	20	117	1	0	138	14	2	10	0	26	5	179	11	0	195	27	12	49	0	88	447
08:30 AM	7	99	2	0	108	13	0	14	0	27	5	154	3	0	162	11	1	25	0	37	334
08:45 AM	7	116	3	0	126	18	2	17	0	37	4	141	12	0	157	13	1	24	0	38	358
Total	104	420	8	0	532	57	27	54	0	138	20	711	65	0	796	71	21	116	0	208	1674
Grand Total	156	921	14	0	1091	153	46	155	0	354	42	1658	129	0	1829	134	31	227	0	392	3666
Apprch %	14.3	84.4	1.3	0		43.2	13	43.8	0		2.3	90.7	7.1	0		34.2	7.9	57.9	0		
Total %	4.3	25.1	0.4	0	29.8	4.2	1.3	4.2	0	9.7	1.1	45.2	3.5	0	49.9	3.7	0.8	6.2	0	10.7	

	SNELL AVE Southbound					ROSENBAUM AVE Westbound					SNELL AVE Northbound					ROSENBAUM AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	15	126	1	0	142	**26**	1	24	0	51	1	**252**	22	0	275	13	2	24	0	39	507
07:30 AM	14	128	1	0	143	26	4	**42**	0	**72**	**9**	237	8	0	254	16	3	32	0	51	520
07:45 AM	17	**136**	**2**	0	155	25	11	16	0	52	6	216	22	0	244	**21**	4	**33**	0	**58**	509
08:00 AM	**70**	88	2	0	**160**	12	**23**	13	0	48	6	237	**39**	0	**282**	20	**7**	18	0	45	**535**
Total Volume	116	478	6	0	600	89	39	95	0	223	22	942	91	0	1055	70	16	107	0	193	2071
% App. Total	19.3	79.7	1	0		39.9	17.5	42.6	0		2.1	89.3	8.6	0		36.3	8.3	55.4	0		
PHF	.414	.879	.750	.000	.938	.856	.424	.565	.000	.774	.611	.935	.583	.000	.935	.833	.571	.811	.000	.832	.968

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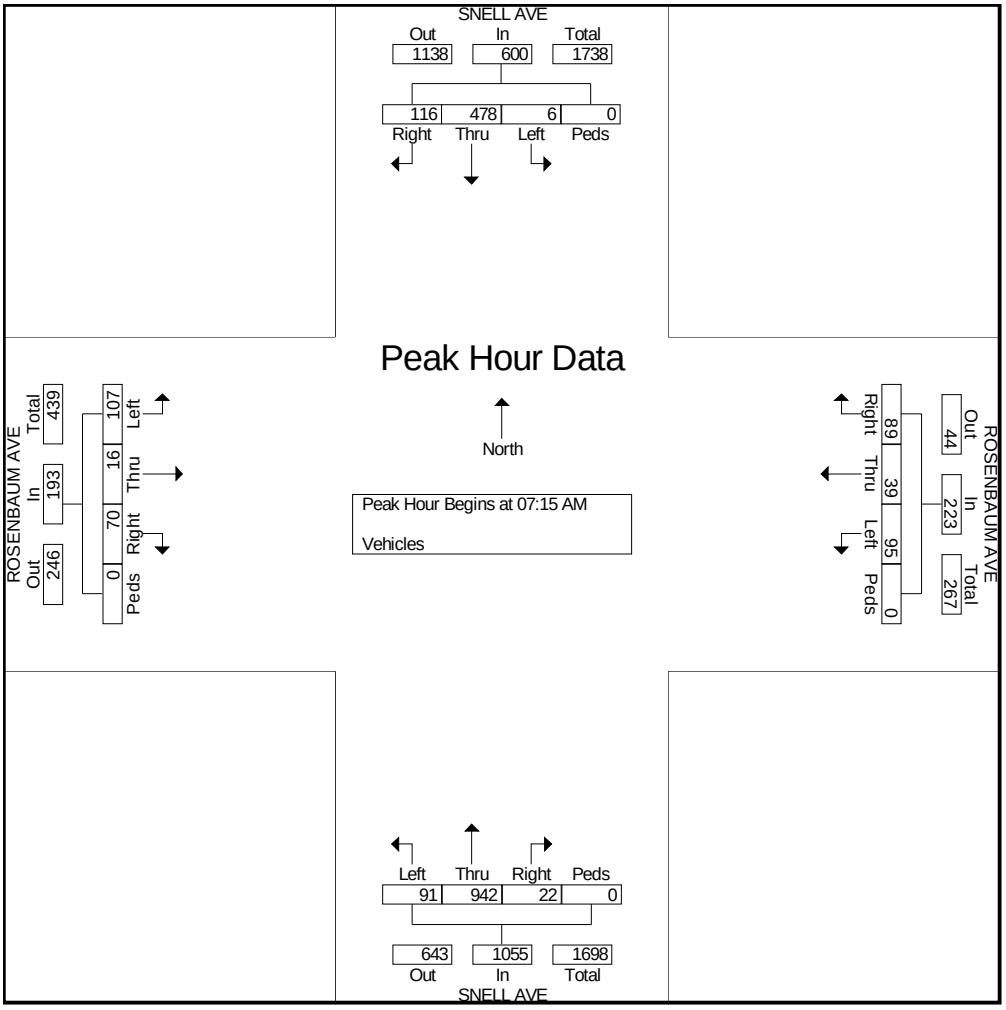

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File Name : 11PM FINAL
Site Code : 00000011
Start Date : 11/19/2008
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Groups Printed- Vehicles

	SNELL AVE Southbound					ROSENBAUM AVE Westbound					SNELL AVE Northbound					ROSENBAUM AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	19	179	5	0	203	10	2	10	0	22	8	104	18	0	130	9	2	12	0	23	378
04:15 PM	31	169	8	0	208	5	2	9	0	16	15	123	12	0	150	16	2	17	0	35	409
04:30 PM	21	187	9	0	217	6	0	12	0	18	18	94	15	0	127	18	3	20	0	41	403
04:45 PM	22	189	11	0	222	5	0	12	0	17	17	127	16	0	160	17	3	14	0	34	433
Total	93	724	33	0	850	26	4	43	0	73	58	448	61	0	567	60	10	63	0	133	1623
05:00 PM	17	211	9	0	237	10	2	8	0	20	18	132	26	0	176	9	2	18	0	29	462
05:15 PM	18	232	15	0	265	11	0	12	0	23	14	138	21	0	173	18	0	11	0	29	490
05:30 PM	23	175	14	0	212	11	4	7	0	22	36	108	15	0	159	11	5	13	0	29	422
05:45 PM	18	185	13	0	216	10	2	13	0	25	22	115	19	0	156	14	4	15	0	33	430
Total	76	803	51	0	930	42	8	40	0	90	90	493	81	0	664	52	11	57	0	120	1804
Grand Total	169	1527	84	0	1780	68	12	83	0	163	148	941	142	0	1231	112	21	120	0	253	3427
Apprch %	9.5	85.8	4.7	0		41.7	7.4	50.9	0		12	76.4	11.5	0		44.3	8.3	47.4	0		
Total %	4.9	44.6	2.5	0	51.9	2	0.4	2.4	0	4.8	4.3	27.5	4.1	0	35.9	3.3	0.6	3.5	0	7.4	

	SNELL AVE Southbound					ROSENBAUM AVE Westbound					SNELL AVE Northbound					ROSENBAUM AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	22	189	11	0	222	5	0	**12**	0	17	17	127	16	0	160	17	3	14	0	**34**	433
05:00 PM	17	211	9	0	237	10	2	8	0	20	18	132	**26**	0	**176**	9	2	**18**	0	29	462
05:15 PM	18	**232**	**15**	0	**265**	**11**	0	12	0	**23**	14	**138**	21	0	173	**18**	0	11	0	29	**490**
05:30 PM	**23**	175	14	0	212	11	**4**	7	0	22	**36**	108	15	0	159	11	**5**	13	0	29	422
Total Volume	80	807	49	0	936	37	6	39	0	82	85	505	78	0	668	55	10	56	0	121	1807
% App. Total	8.5	86.2	5.2	0		45.1	7.3	47.6	0		12.7	75.6	11.7	0		45.5	8.3	46.3	0		
PHF	.870	.870	.817	.000	.883	.841	.375	.813	.000	.891	.590	.915	.750	.000	.949	.764	.500	.778	.000	.890	.922

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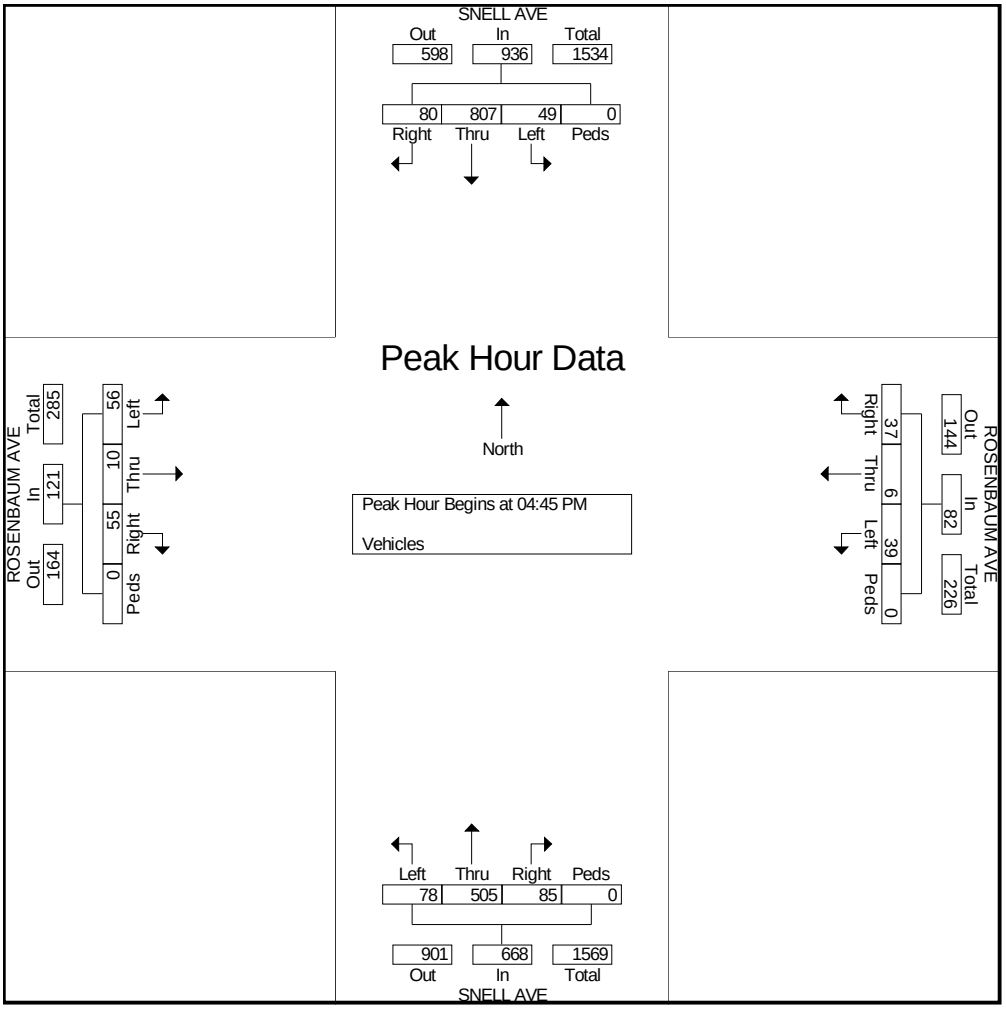

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File Name : 12AM FINAL
Site Code : 00000012
Start Date : 11/12/2008
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Groups Printed- Vehicles

	SNELL AVE Southbound					SKYWAY DR Westbound					SNELL AVE Northbound					SKYWAY DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	102	25	0	128	24	1	27	0	52	44	205	0	0	249	7	3	3	0	13	442
07:15 AM	0	107	49	0	156	30	1	34	0	65	68	216	0	0	284	10	2	9	0	21	526
07:30 AM	1	110	43	0	154	38	0	59	0	97	74	213	2	0	289	6	7	6	0	19	559
07:45 AM	0	134	62	0	196	31	3	63	0	97	76	196	1	0	273	5	5	7	0	17	583
Total	2	453	179	0	634	123	5	183	0	311	262	830	3	0	1095	28	17	25	0	70	2110
08:00 AM	1	126	55	0	182	23	0	74	0	97	90	211	3	0	304	2	3	9	0	14	597
08:15 AM	2	118	27	0	147	40	2	55	0	97	46	181	1	0	228	7	1	7	0	15	487
08:30 AM	2	106	27	0	135	12	1	35	0	48	55	152	1	0	208	6	3	4	0	13	404
08:45 AM	2	112	41	0	155	34	1	37	0	72	64	126	1	0	191	4	1	2	0	7	425
Total	7	462	150	0	619	109	4	201	0	314	255	670	6	0	931	19	8	22	0	49	1913
Grand Total	9	915	329	0	1253	232	9	384	0	625	517	1500	9	0	2026	47	25	47	0	119	4023
Apprch %	0.7	73	26.3	0		37.1	1.4	61.4	0		25.5	74	0.4	0		39.5	21	39.5	0		
Total %	0.2	22.7	8.2	0	31.1	5.8	0.2	9.5	0	15.5	12.9	37.3	0.2	0	50.4	1.2	0.6	1.2	0	3	

	SNELL AVE Southbound					SKYWAY DR Westbound					SNELL AVE Northbound					SKYWAY DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	107	49	0	156	30	1	34	0	65	68	**216**	0	0	284	**10**	2	**9**	0	**21**	526
07:30 AM	**1**	110	43	0	154	**38**	0	59	0	**97**	74	213	2	0	289	6	**7**	6	0	19	559
07:45 AM	0	**134**	**62**	0	**196**	31	**3**	63	0	97	76	196	1	0	273	5	5	7	0	17	583
08:00 AM	1	126	55	0	182	23	0	**74**	0	97	**90**	211	**3**	0	**304**	2	3	9	0	14	**597**
Total Volume	2	477	209	0	688	122	4	230	0	356	308	836	6	0	1150	23	17	31	0	71	2265
% App. Total	0.3	69.3	30.4	0		34.3	1.1	64.6	0		26.8	72.7	0.5	0		32.4	23.9	43.7	0		
PHF	.500	.890	.843	.000	.878	.803	.333	.777	.000	.918	.856	.968	.500	.000	.946	.575	.607	.861	.000	.845	.948

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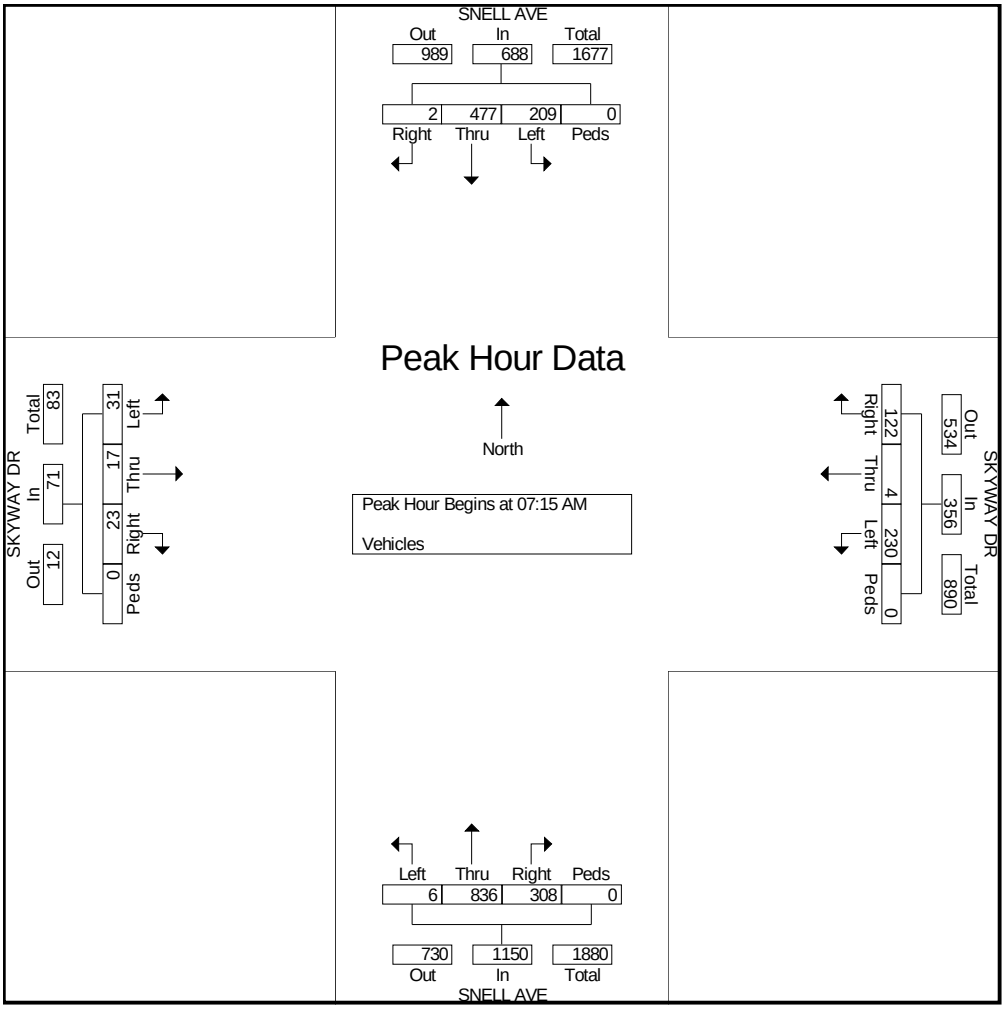

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Groups Printed- Vehicles

	SNELL AVE Southbound					SKYWAY DR Westbound					SNELL AVE Northbound					SKYWAY DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	140	45	0	190	32	2	57	0	91	42	91	2	0	135	1	0	2	0	3	419
04:15 PM	5	165	41	0	211	26	2	71	0	99	35	103	3	0	141	2	1	4	0	7	458
04:30 PM	4	163	32	0	199	25	2	62	0	89	34	125	1	0	160	4	3	3	0	10	458
04:45 PM	2	147	39	0	188	21	6	102	0	129	37	104	5	0	146	3	1	5	0	9	472
Total	16	615	157	0	788	104	12	292	0	408	148	423	11	0	582	10	5	14	0	29	1807
05:00 PM	4	179	47	0	230	20	5	84	0	109	44	123	10	0	177	4	2	5	0	11	527
05:15 PM	8	204	38	0	250	43	6	98	0	147	42	142	6	0	190	5	0	1	0	6	593
05:30 PM	7	183	39	0	229	42	4	80	0	126	38	155	4	0	197	5	1	2	0	8	560
05:45 PM	8	171	61	0	240	44	7	76	0	127	45	112	3	0	160	6	1	3	0	10	537
Total	27	737	185	0	949	149	22	338	0	509	169	532	23	0	724	20	4	11	0	35	2217
Grand Total	43	1352	342	0	1737	253	34	630	0	917	317	955	34	0	1306	30	9	25	0	64	4024
Apprch %	2.5	77.8	19.7	0		27.6	3.7	68.7	0		24.3	73.1	2.6	0		46.9	14.1	39.1	0		
Total %	1.1	33.6	8.5	0	43.2	6.3	0.8	15.7	0	22.8	7.9	23.7	0.8	0	32.5	0.7	0.2	0.6	0	1.6	

	SNELL AVE Southbound					SKYWAY DR Westbound					SNELL AVE Northbound					SKYWAY DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	179	47	0	230	20	5	84	0	109	44	123	**10**	0	177	4	**2**	**5**	0	**11**	527
05:15 PM	**8**	**204**	38	0	**250**	43	6	**98**	0	**147**	42	142	6	0	190	5	0	1	0	6	**593**
05:30 PM	7	183	39	0	229	42	4	80	0	126	38	**155**	4	0	**197**	5	1	2	0	8	560
05:45 PM	8	171	**61**	0	240	**44**	**7**	76	0	127	**45**	112	3	0	160	**6**	1	3	0	10	537
Total Volume	27	737	185	0	949	149	22	338	0	509	169	532	23	0	724	20	4	11	0	35	2217
% App. Total	2.8	77.7	19.5	0		29.3	4.3	66.4	0		23.3	73.5	3.2	0		57.1	11.4	31.4	0		
PHF	.844	.903	.758	.000	.949	.847	.786	.862	.000	.866	.939	.858	.575	.000	.919	.833	.500	.550	.000	.795	.935

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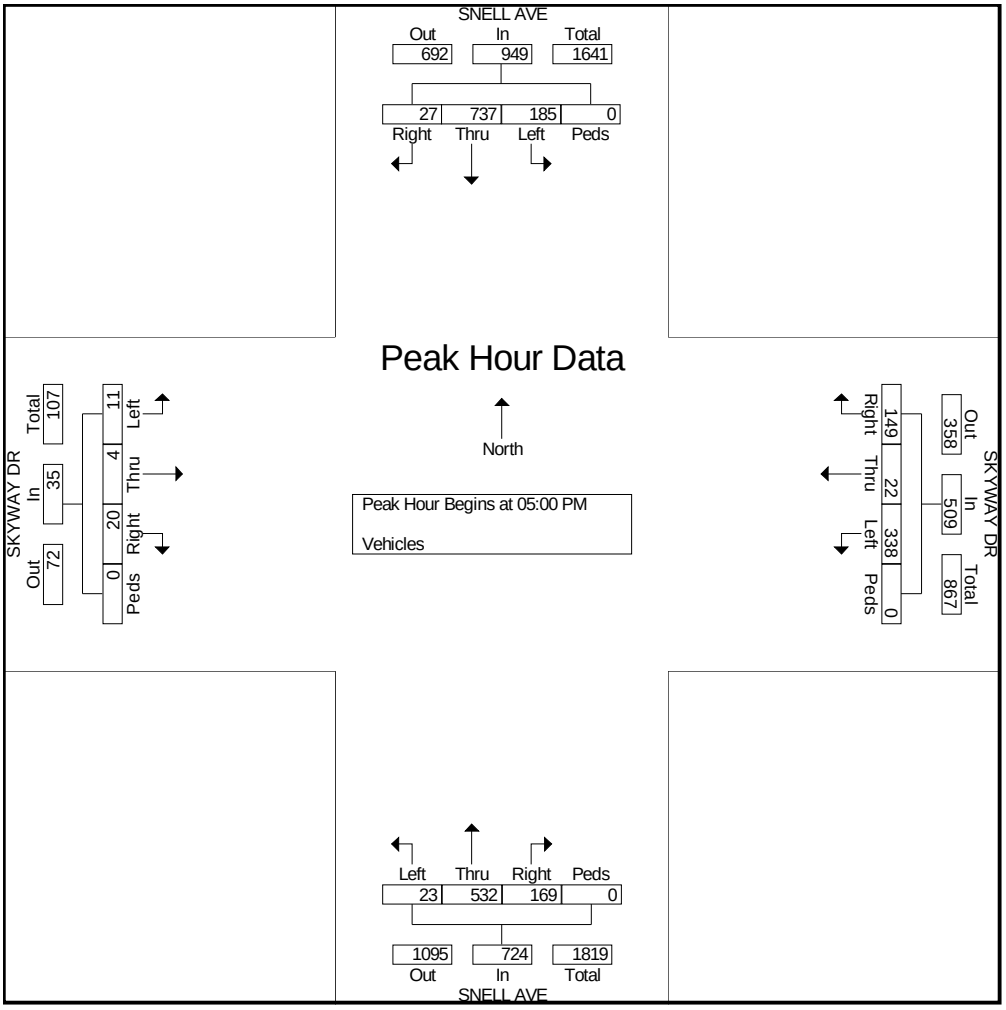

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File Name : 13AM FINAL
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Groups Printed- Vehicles

	SNELL AVE Southbound					BRANHAM LN Westbound					SNELL AVE Northbound					BRANHAM LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	22	78	28	0	128	19	65	28	0	112	30	184	70	0	284	42	41	25	0	108	632
07:15 AM	30	104	24	0	158	25	89	29	0	143	64	232	121	0	417	49	52	26	0	127	845
07:30 AM	48	105	41	0	194	25	116	38	0	179	29	217	120	0	366	38	52	20	0	110	849
07:45 AM	38	141	74	0	253	27	103	47	0	177	34	211	90	0	335	77	87	26	0	190	955
Total	138	428	167	0	733	96	373	142	0	611	157	844	401	0	1402	206	232	97	0	535	3281
08:00 AM	39	119	40	0	198	40	132	68	0	240	38	207	93	0	338	59	59	27	0	145	921
08:15 AM	34	86	45	0	165	16	87	30	0	133	47	188	102	0	337	42	41	27	0	110	745
08:30 AM	21	76	31	0	128	29	83	38	0	150	41	195	76	0	312	41	41	16	0	98	688
08:45 AM	21	113	42	0	176	12	68	19	0	99	29	129	58	0	216	33	41	22	0	96	587
Total	115	394	158	0	667	97	370	155	0	622	155	719	329	0	1203	175	182	92	0	449	2941
Grand Total	253	822	325	0	1400	193	743	297	0	1233	312	1563	730	0	2605	381	414	189	0	984	6222
Apprch %	18.1	58.7	23.2	0		15.7	60.3	24.1	0		12	60	28	0		38.7	42.1	19.2	0		
Total %	4.1	13.2	5.2	0	22.5	3.1	11.9	4.8	0	19.8	5	25.1	11.7	0	41.9	6.1	6.7	3	0	15.8	

	SNELL AVE Southbound					BRANHAM LN Westbound					SNELL AVE Northbound					BRANHAM LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	30	104	24	0	158	25	89	29	0	143	**64**	**232**	**121**	0	**417**	49	52	26	0	127	845
07:30 AM	**48**	105	41	0	194	25	116	38	0	179	29	217	120	0	366	38	52	20	0	110	849
07:45 AM	38	**141**	**74**	0	**253**	27	103	47	0	177	34	211	90	0	335	**77**	**87**	26	0	**190**	**955**
08:00 AM	39	119	40	0	198	**40**	**132**	**68**	0	**240**	38	207	93	0	338	59	59	**27**	0	145	921
Total Volume	155	469	179	0	803	117	440	182	0	739	165	867	424	0	1456	223	250	99	0	572	3570
% App. Total	19.3	58.4	22.3	0		15.8	59.5	24.6	0		11.3	59.5	29.1	0		39	43.7	17.3	0		
PHF	.807	.832	.605	.000	.793	.731	.833	.669	.000	.770	.645	.934	.876	.000	.873	.724	.718	.917	.000	.753	.935

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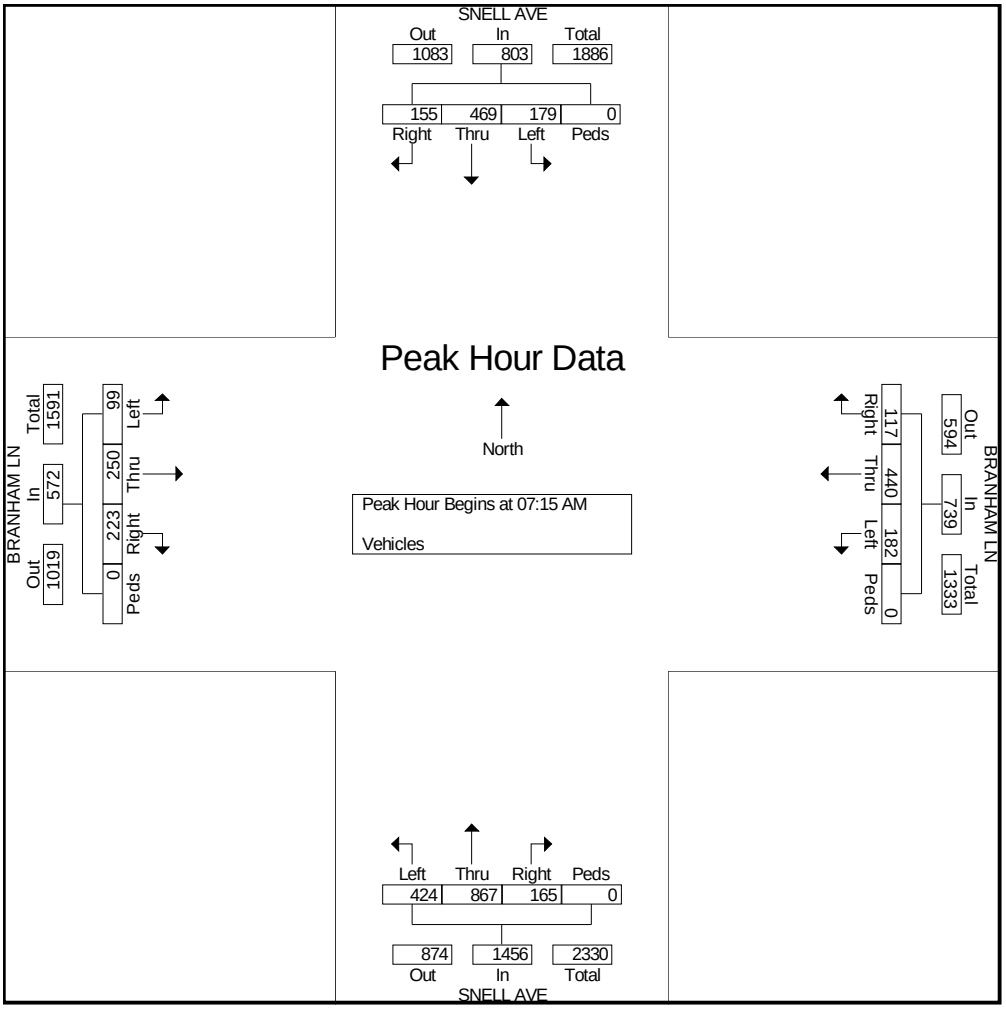

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Groups Printed- Vehicles

	SNELL AVE Southbound					BRANHAM LN Westbound					SNELL AVE Northbound					BRANHAM LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	33	130	61	0	224	9	57	27	0	93	44	91	74	0	209	64	90	30	0	184	710
04:15 PM	32	128	88	0	248	14	55	40	0	109	38	114	58	0	210	82	71	31	0	184	751
04:30 PM	27	140	60	0	227	16	75	41	0	132	44	87	64	0	195	86	95	22	0	203	757
04:45 PM	35	190	77	0	302	17	75	41	0	133	25	92	60	0	177	88	85	34	0	207	819
Total	127	588	286	0	1001	56	262	149	0	467	151	384	256	0	791	320	341	117	0	778	3037
05:00 PM	32	171	78	0	281	19	76	47	0	142	44	111	77	0	232	72	98	29	0	199	854
05:15 PM	52	204	53	0	309	30	73	43	0	146	37	110	81	0	228	78	101	24	0	203	886
05:30 PM	28	198	67	0	293	91	79	30	0	200	34	124	72	0	230	90	105	32	0	227	950
05:45 PM	33	177	46	0	256	21	88	35	0	144	43	104	80	0	227	81	93	24	0	198	825
Total	145	750	244	0	1139	161	316	155	0	632	158	449	310	0	917	321	397	109	0	827	3515
Grand Total	272	1338	530	0	2140	217	578	304	0	1099	309	833	566	0	1708	641	738	226	0	1605	6552
Apprch %	12.7	62.5	24.8	0		19.7	52.6	27.7	0		18.1	48.8	33.1	0		39.9	46	14.1	0		
Total %	4.2	20.4	8.1	0	32.7	3.3	8.8	4.6	0	16.8	4.7	12.7	8.6	0	26.1	9.8	11.3	3.4	0	24.5	

	SNELL AVE Southbound					BRANHAM LN Westbound					SNELL AVE Northbound					BRANHAM LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	32	171	**78**	0	281	19	76	**47**	0	142	**44**	111	77	0	**232**	72	98	29	0	199	854
05:15 PM	**52**	**204**	53	0	**309**	30	73	43	0	146	37	110	**81**	0	228	78	101	24	0	203	886
05:30 PM	28	198	67	0	293	**91**	79	30	0	**200**	34	**124**	72	0	230	**90**	**105**	**32**	0	**227**	**950**
05:45 PM	33	177	46	0	256	21	**88**	35	0	144	43	104	80	0	227	81	93	24	0	198	825
Total Volume	145	750	244	0	1139	161	316	155	0	632	158	449	310	0	917	321	397	109	0	827	3515
% App. Total	12.7	65.8	21.4	0		25.5	50	24.5	0		17.2	49	33.8	0		38.8	48	13.2	0		
PHF	.697	.919	.782	.000	.922	.442	.898	.824	.000	.790	.898	.905	.957	.000	.988	.892	.945	.852	.000	.911	.925

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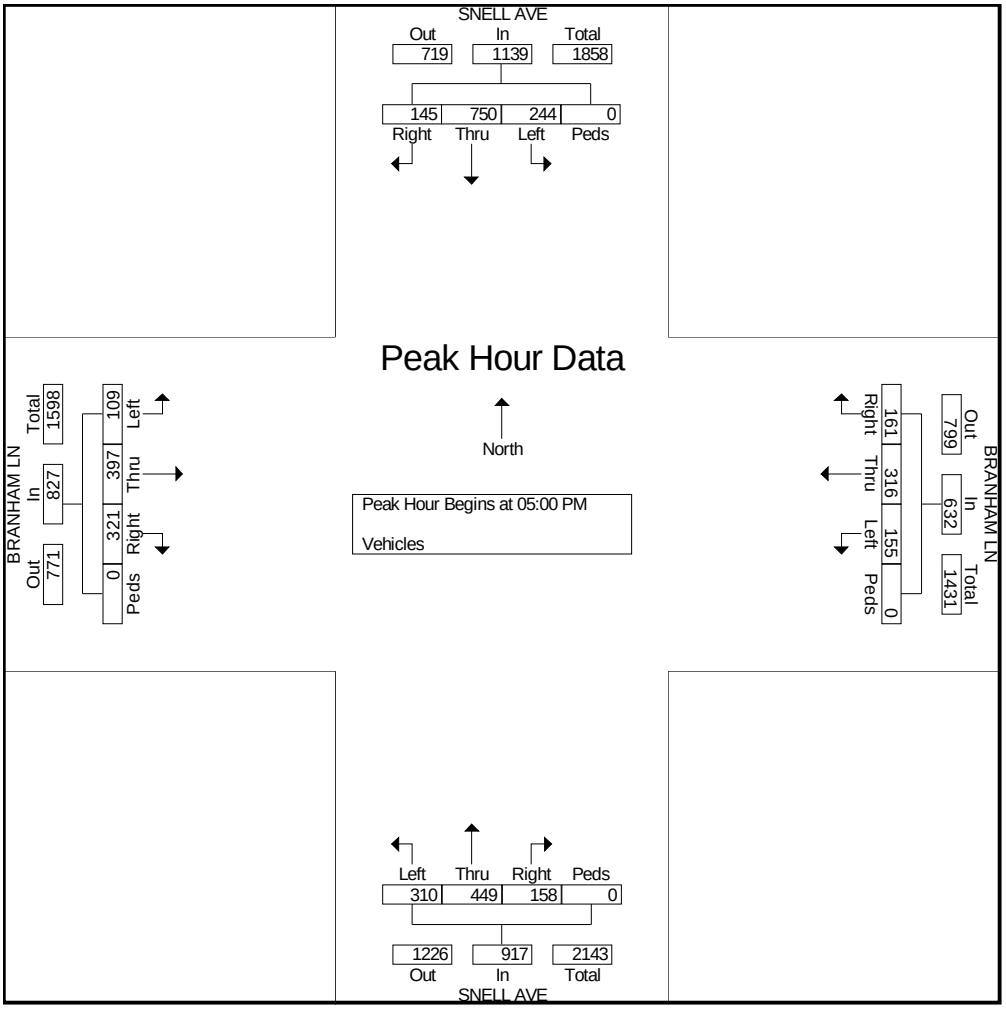

1-3PM Peak-Hour Volume Count Worksheet

Date: 1/10/09
Counter: Lani and Dianne
Intersection Name: Snell and Branham
Weather: Clear 08MW04

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Snell				Branham				Snell				Branham			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	32	120	80	232	22	92	33	147	33	122	102	257	57	101	34	192
1:30	66	236	139	441	34	185	60	279	69	231	253	553	135	193	63	391
1:45	88	355	211	654	44	267	96	407	130	364	380	874	205	299	100	604
2:00	122	473	271	866	59	357	127	543	170	493	477	1,140	237	415	129	781
2:15	161	622	339	1,122	83	455	158	696	202	612	555	1,369	304	499	167	970
2:30	185	710	378	1,273	92	520	174	786	243	715	675	1,633	365	587	196	1,148
2:45	208	827	446	1,481	109	608	198	915	271	812	795	1,878	421	659	236	1,316
3:00	235	947	519	1,701	123	667	219	1,009	299	881	876	2,056	466	724	261	1,451

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
1:00 - 2:00	122	473	271	866	59	357	127	543	170	493	477	1,140	237	415	129	781	3,330
1:15 - 2:15	129	502	259	890	61	363	125	549	169	490	453	1,112	247	398	133	778	3,329
2:30 - 3:30	119	474	239	832	58	335	114	507	174	484	422	1,080	230	394	133	757	3,176
2:45 - 3:45	120	472	235	827	65	341	102	508	141	448	415	1,004	216	360	136	712	3,051
2:00 - 3:00	113	474	248	835	64	310	92	466	129	388	399	916	229	309	132	670	2,887
Peak Volumes:	**122**	**473**	**271**	**866**	**59**	**357**	**127**	**543**	**170**	**493**	**477**	**1,140**	**237**	**415**	**129**	**781**	**3,330**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
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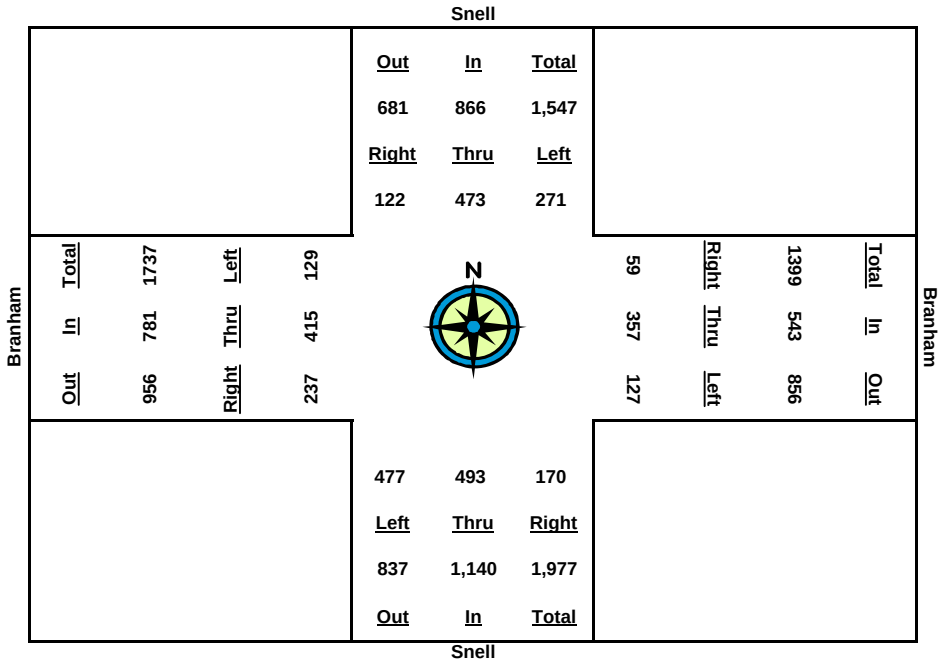

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Groups Printed- Vehicles

	SNELL AVE Southbound					CHYNOWETH AVE Westbound					SNELL AVE Northbound					CHYNOWETH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	138	9	0	152	44	2	52	0	98	22	191	2	0	215	3	8	14	0	25	490
07:15 AM	8	164	21	0	193	74	6	61	0	141	20	321	2	0	343	2	5	26	0	33	710
07:30 AM	17	140	25	0	182	71	11	75	0	157	29	261	3	0	293	3	12	42	0	57	689
07:45 AM	31	178	27	0	236	44	35	79	0	158	41	207	0	0	248	4	18	41	0	63	705
Total	61	620	82	0	763	233	54	267	0	554	112	980	7	0	1099	12	43	123	0	178	2594
08:00 AM	13	227	19	0	259	53	9	91	0	153	32	258	2	0	292	4	14	35	0	53	757
08:15 AM	6	181	22	0	209	41	8	65	0	114	22	260	1	0	283	3	9	23	0	35	641
08:30 AM	11	156	15	0	182	40	2	66	0	108	29	210	4	0	243	1	6	16	0	23	556
08:45 AM	5	133	15	0	153	23	7	58	0	88	26	178	0	0	204	7	8	14	0	29	474
Total	35	697	71	0	803	157	26	280	0	463	109	906	7	0	1022	15	37	88	0	140	2428
Grand Total	96	1317	153	0	1566	390	80	547	0	1017	221	1886	14	0	2121	27	80	211	0	318	5022
Apprch %	6.1	84.1	9.8	0		38.3	7.9	53.8	0		10.4	88.9	0.7	0		8.5	25.2	66.4	0		
Total %	1.9	26.2	3	0	31.2	7.8	1.6	10.9	0	20.3	4.4	37.6	0.3	0	42.2	0.5	1.6	4.2	0	6.3	

	SNELL AVE Southbound					CHYNOWETH AVE Westbound					SNELL AVE Northbound					CHYNOWETH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	8	164	21	0	193	**74**	6	61	0	141	20	**321**	2	0	**343**	2	5	26	0	33	710
07:30 AM	17	140	25	0	182	71	11	75	0	157	29	261	**3**	0	293	3	12	**42**	0	57	689
07:45 AM	**31**	178	**27**	0	236	44	**35**	79	0	**158**	**41**	207	0	0	248	**4**	**18**	41	0	**63**	705
08:00 AM	13	**227**	19	0	**259**	53	9	**91**	0	153	32	258	2	0	292	4	14	35	0	53	**757**
Total Volume	69	709	92	0	870	242	61	306	0	609	122	1047	7	0	1176	13	49	144	0	206	2861
% App. Total																					
PHF	.556	.781	.852	.000	.840	.818	.436	.841	.000	.964	.744	.815	.583	.000	.857	.813	.681	.857	.000	.817	.945

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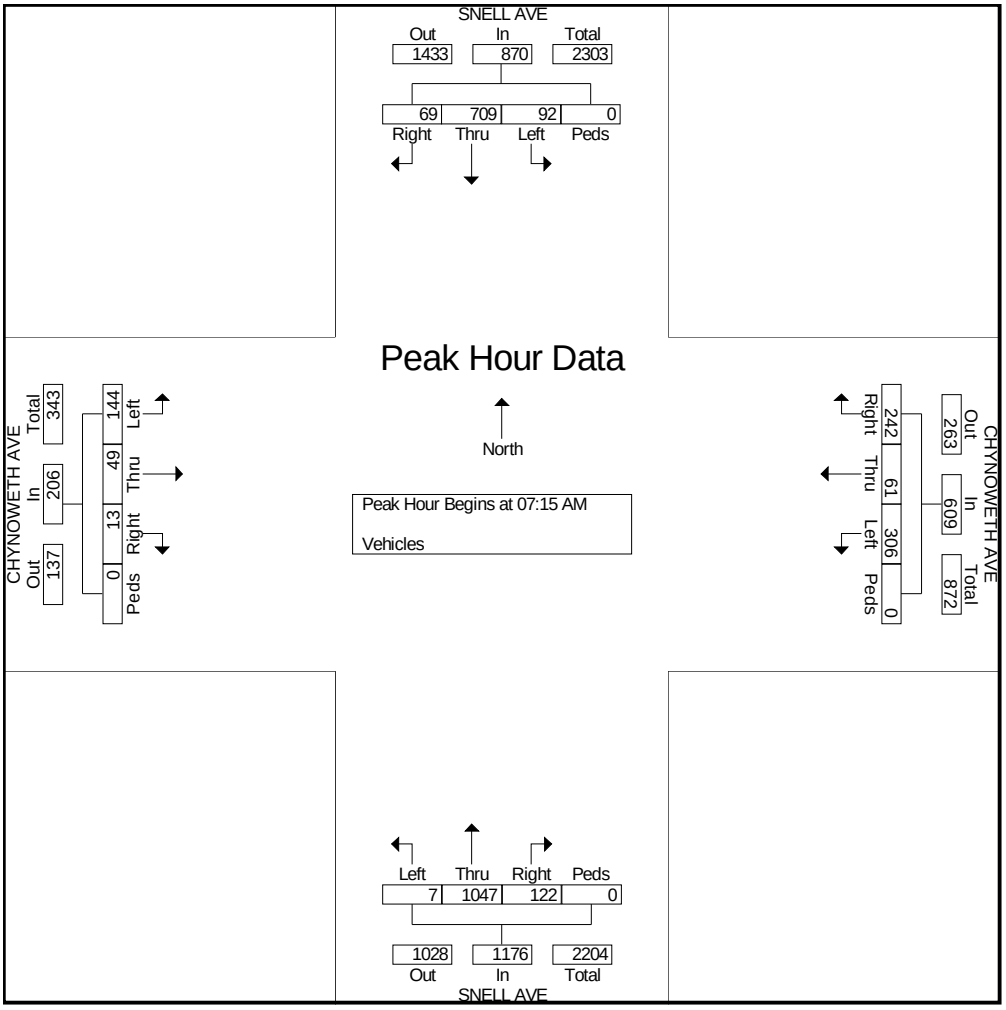

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File Name : 14PM FINAL
Site Code : 00000014
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Groups Printed- Vehicles

	SNELL AVE Southbound					CHYNOWETH AVE Westbound					SNELL AVE Northbound					CHYNOWETH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	172	44	0	222	28	5	57	0	90	45	165	0	0	210	4	5	8	0	17	539
04:15 PM	15	181	36	0	232	25	2	41	0	68	54	162	3	0	219	0	6	10	0	16	535
04:30 PM	16	230	39	0	285	20	6	52	0	78	52	174	4	0	230	2	3	9	0	14	607
04:45 PM	14	235	52	0	301	32	6	49	0	87	62	189	2	0	253	4	9	13	0	26	667
Total	51	818	171	0	1040	105	19	199	0	323	213	690	9	0	912	10	23	40	0	73	2348
05:00 PM	24	239	39	0	302	28	8	69	0	105	77	207	3	0	287	0	7	13	0	20	714
05:15 PM	31	208	57	0	296	34	13	49	0	96	76	172	0	0	248	5	5	11	0	21	661
05:30 PM	37	194	62	0	293	32	7	54	0	93	55	213	7	0	275	2	7	11	0	20	681
05:45 PM	26	238	66	0	330	35	13	60	0	108	73	190	3	0	266	3	8	19	0	30	734
Total	118	879	224	0	1221	129	41	232	0	402	281	782	13	0	1076	10	27	54	0	91	2790
Grand Total	169	1697	395	0	2261	234	60	431	0	725	494	1472	22	0	1988	20	50	94	0	164	5138
Apprch %	7.5	75.1	17.5	0		32.3	8.3	59.4	0		24.8	74	1.1	0		12.2	30.5	57.3	0		
Total %	3.3	33	7.7	0	44	4.6	1.2	8.4	0	14.1	9.6	28.6	0.4	0	38.7	0.4	1	1.8	0	3.2	

	SNELL AVE Southbound					CHYNOWETH AVE Westbound					SNELL AVE Northbound					CHYNOWETH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	24	**239**	39	0	302	28	8	**69**	0	105	**77**	207	3	0	**287**	0	7	13	0	20	714
05:15 PM	31	208	57	0	296	34	**13**	49	0	96	76	172	0	0	248	**5**	5	11	0	21	661
05:30 PM	**37**	194	62	0	293	32	7	54	0	93	55	**213**	**7**	0	275	2	7	11	0	20	681
05:45 PM	26	238	**66**	0	**330**	**35**	13	60	0	**108**	73	190	3	0	266	3	**8**	**19**	0	**30**	**734**
Total Volume	118	879	224	0	1221	129	41	232	0	402	281	782	13	0	1076	10	27	54	0	91	2790
% App. Total	9.7	72	18.3	0		32.1	10.2	57.7	0		26.1	72.7	1.2	0		11	29.7	59.3	0		
PHF	.797	.919	.848	.000	.925	.921	.788	.841	.000	.931	.912	.918	.464	.000	.937	.500	.844	.711	.000	.758	.950

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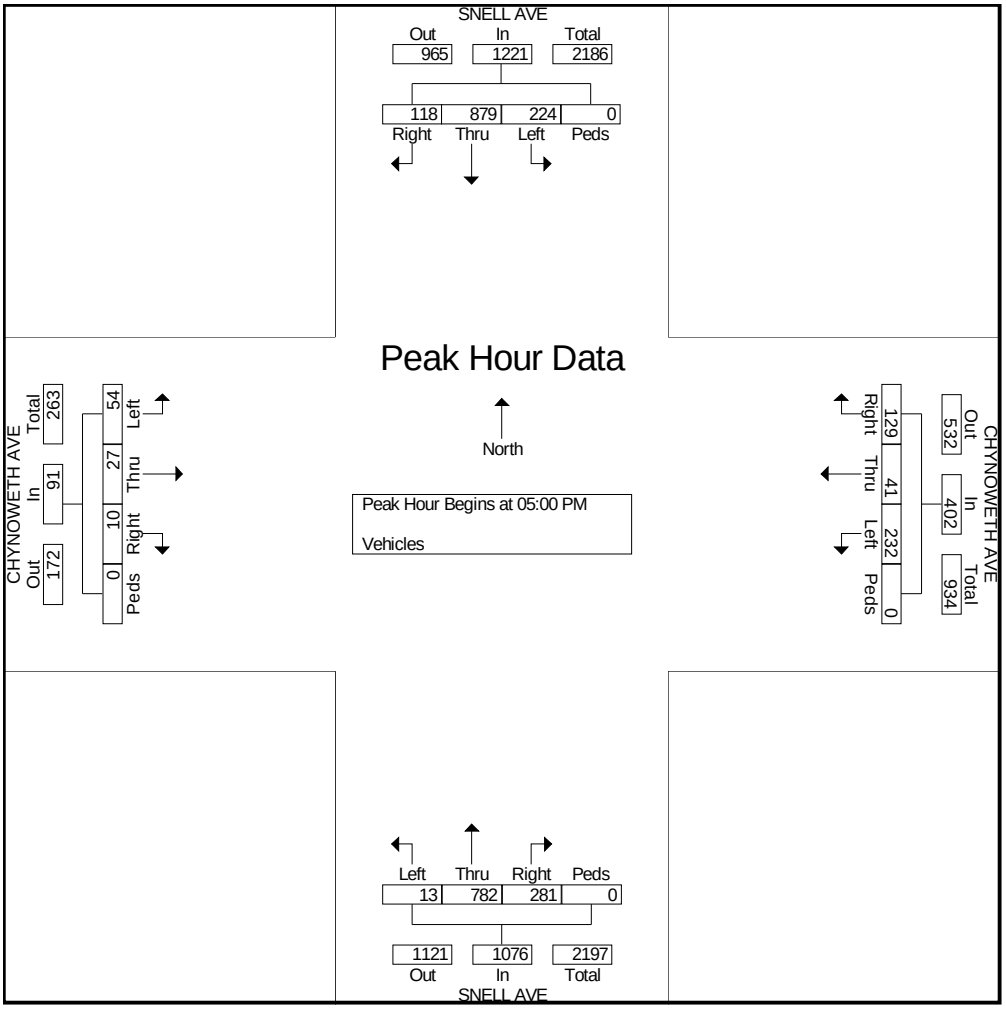


1-3PM Peak-Hour Volume Count Worksheet

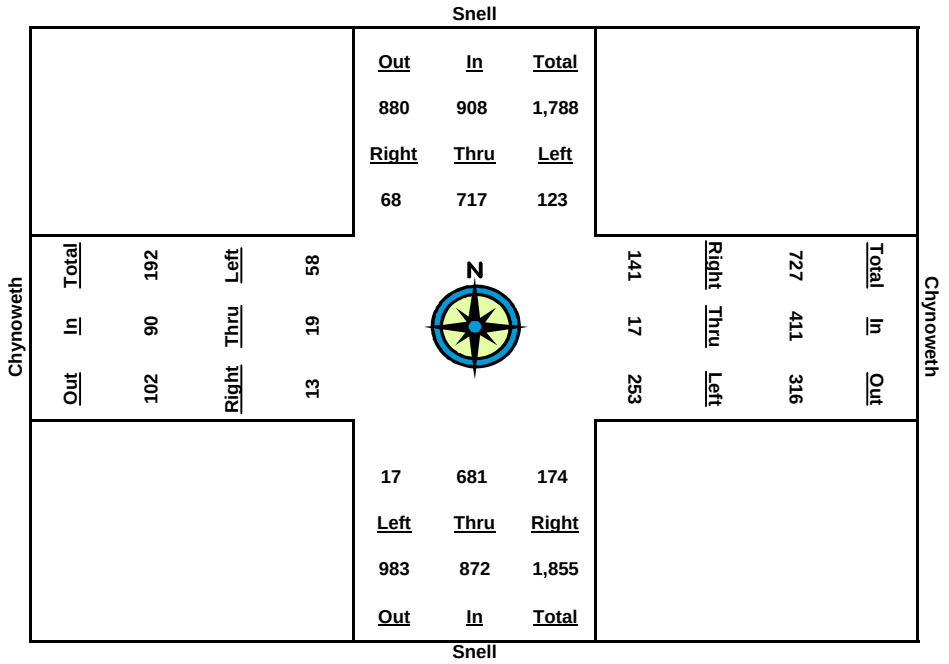
Date: 1/10/09
Counter: Logan & Jane
Intersection Name: Snell & Chynoweth
Weather: Clear 08MW04

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Snell				Chynoweth				Snell				Chynoweth			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	20	203	24	247	40	7	59	106	54	197	3	254	4	5	13	22
1:30	36	384	59	479	81	11	124	216	106	368	4	478	4	8	32	44
1:45	46	568	89	703	116	16	178	310	142	541	10	693	8	17	45	70
2:00	68	717	123	908	141	17	253	411	174	681	17	872	13	19	58	90
2:15	80	893	162	1,135	172	22	307	501	220	847	18	1,085	19	23	66	108
2:30	93	1,035	201	1,329	196	30	359	585	263	1,018	21	1,302	23	26	80	129
2:45	105	1,203	246	1,554	222	35	418	675	311	1,201	27	1,539	26	30	94	150
3:00	114	1,335	277	1,726	250	40	491	781	342	1,290	30	1,662	27	33	102	162

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
1:00 - 2:00	68	717	123	908	141	17	253	411	174	681	17	872	13	19	58	90	2,281
1:15 - 2:15	60	690	138	888	132	15	248	395	166	650	15	831	15	18	53	86	2,200
2:30 - 3:30	57	651	142	850	115	19	235	369	157	650	17	824	19	18	48	85	2,128
2:45 - 3:45	59	635	157	851	106	19	240	365	169	660	17	846	18	13	49	80	2,142
2:00 - 3:00	46	618	154	818	109	23	238	370	168	609	13	790	14	14	44	72	2,050
Peak Volumes:	**68**	**717**	**123**	**908**	**141**	**17**	**253**	**411**	**174**	**681**	**17**	**872**	**13**	**19**	**58**	**90**	**2,281**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	17	681	174	123	717	68	58	19	13	253	17	141



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Groups Printed- Vehicles

	SNELL AVE Southbound					TRADEWINDS DR Westbound					SNELL AVE Northbound					AVENIDA DEL ROBLE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	201	25	0	229	38	12	20	0	70	7	199	2	0	208	4	6	3	0	13	520
07:15 AM	7	206	28	0	241	71	11	26	0	108	9	277	6	0	292	3	10	1	0	14	655
07:30 AM	6	218	17	0	241	30	50	20	0	100	5	198	5	1	209	2	5	6	0	13	563
07:45 AM	3	274	16	0	293	43	6	21	0	70	2	206	4	0	212	10	13	8	0	31	606
Total	19	899	86	0	1004	182	79	87	0	348	23	880	17	1	921	19	34	18	0	71	2344
08:00 AM	2	257	23	0	282	31	10	29	0	70	1	262	8	0	271	5	13	3	0	21	644
08:15 AM	3	221	12	0	236	23	5	19	0	47	7	261	9	0	277	1	2	1	0	4	564
08:30 AM	0	207	10	0	217	7	0	6	0	13	14	223	1	0	238	1	1	0	0	2	470
08:45 AM	0	220	8	0	228	9	18	18	0	45	4	182	3	0	189	2	0	3	0	5	467
Total	5	905	53	0	963	70	33	72	0	175	26	928	21	0	975	9	16	7	0	32	2145
Grand Total	24	1804	139	0	1967	252	112	159	0	523	49	1808	38	1	1896	28	50	25	0	103	4489
Apprch %	1.2	91.7	7.1	0		48.2	21.4	30.4	0		2.6	95.4	2	0.1		27.2	48.5	24.3	0		
Total %	0.5	40.2	3.1	0	43.8	5.6	2.5	3.5	0	11.7	1.1	40.3	0.8	0	42.2	0.6	1.1	0.6	0	2.3	

	SNELL AVE Southbound					TRADEWINDS DR Westbound					SNELL AVE Northbound					AVENIDA DEL ROBLE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**7**	206	**28**	0	241	**71**	11	26	0	**108**	**9**	**277**	6	0	**292**	3	10	1	0	14	**655**
07:30 AM	6	218	17	0	241	30	**50**	20	0	100	5	198	5	**1**	209	2	5	6	0	13	563
07:45 AM	3	**274**	16	0	**293**	43	6	21	0	70	2	206	4	0	212	**10**	**13**	**8**	0	**31**	606
08:00 AM	2	257	23	0	282	31	10	**29**	0	70	1	262	**8**	0	271	5	13	3	0	21	644
Total Volume	18	955	84	0	1057	175	77	96	0	348	17	943	23	1	984	20	41	18	0	79	2468
% App. Total	1.7	90.4	7.9	0		50.3	22.1	27.6	0		1.7	95.8	2.3	0.1		25.3	51.9	22.8	0		
PHF	.643	.871	.750	.000	.902	.616	.385	.828	.000	.806	.472	.851	.719	.250	.842	.500	.788	.563	.000	.637	.942

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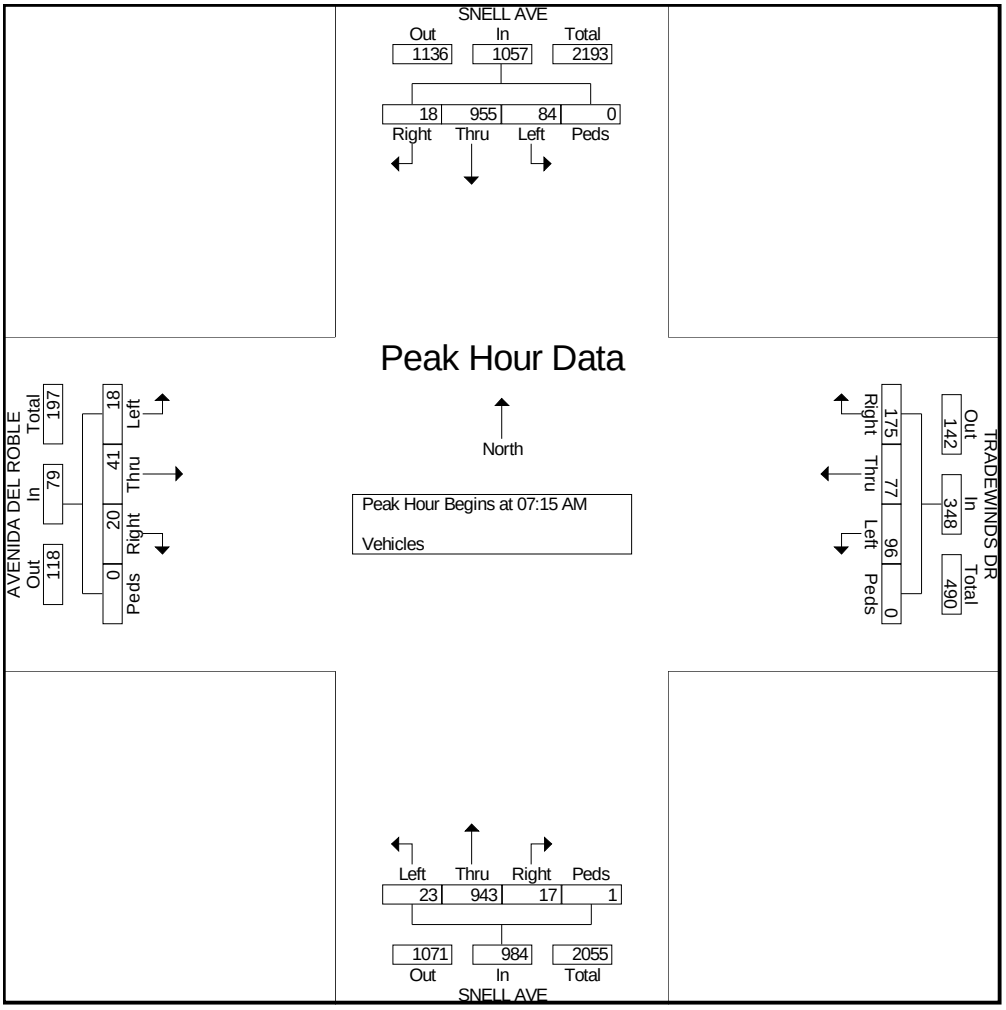

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File Name : 15PM FINAL
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Groups Printed- Vehicles

	SNELL AVE Southbound					TRADEWINDS DR Westbound					SNELL AVE Northbound					AVENIDA DEL ROBLE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	225	22	0	247	12	1	13	0	26	24	225	5	0	254	3	5	0	0	8	535
04:15 PM	2	241	15	0	258	9	0	12	0	21	22	214	6	0	242	1	1	0	0	2	523
04:30 PM	2	258	22	0	282	18	2	15	0	35	25	237	5	0	267	2	1	0	0	3	587
04:45 PM	0	276	19	0	295	11	2	15	0	28	21	246	8	0	275	3	3	4	0	10	608
Total	4	1000	78	0	1082	50	5	55	0	110	92	922	24	0	1038	9	10	4	0	23	2253
05:00 PM	3	280	20	0	303	13	5	12	0	30	29	291	6	0	326	3	5	2	0	10	669
05:15 PM	2	246	25	0	273	18	2	18	0	38	28	252	8	0	288	4	6	0	0	10	609
05:30 PM	6	246	25	0	277	20	4	17	0	41	25	249	12	0	286	4	3	4	0	11	615
05:45 PM	4	261	28	0	293	10	4	16	0	30	35	231	18	0	284	4	6	0	0	10	617
Total	15	1033	98	0	1146	61	15	63	0	139	117	1023	44	0	1184	15	20	6	0	41	2510
Grand Total	19	2033	176	0	2228	111	20	118	0	249	209	1945	68	0	2222	24	30	10	0	64	4763
Apprch %	0.9	91.2	7.9	0		44.6	8	47.4	0		9.4	87.5	3.1	0		37.5	46.9	15.6	0		
Total %	0.4	42.7	3.7	0	46.8	2.3	0.4	2.5	0	5.2	4.4	40.8	1.4	0	46.7	0.5	0.6	0.2	0	1.3	

	SNELL AVE Southbound					TRADEWINDS DR Westbound					SNELL AVE Northbound					AVENIDA DEL ROBLE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	**280**	20	0	**303**	13	**5**	12	0	30	29	**291**	6	0	**326**	3	5	2	0	10	**669**
05:15 PM	2	246	25	0	273	18	2	**18**	0	38	28	252	8	0	288	**4**	**6**	0	0	10	609
05:30 PM	**6**	246	25	0	277	**20**	4	17	0	**41**	25	249	12	0	286	4	3	**4**	0	**11**	615
05:45 PM	4	261	**28**	0	293	10	4	16	0	30	**35**	231	**18**	0	284	4	6	0	0	10	617
Total Volume	15	1033	98	0	1146	61	15	63	0	139	117	1023	44	0	1184	15	20	6	0	41	2510
% App. Total																					
PHF	.625	.922	.875	.000	.946	.763	.750	.875	.000	.848	.836	.879	.611	.000	.908	.938	.833	.375	.000	.932	.938

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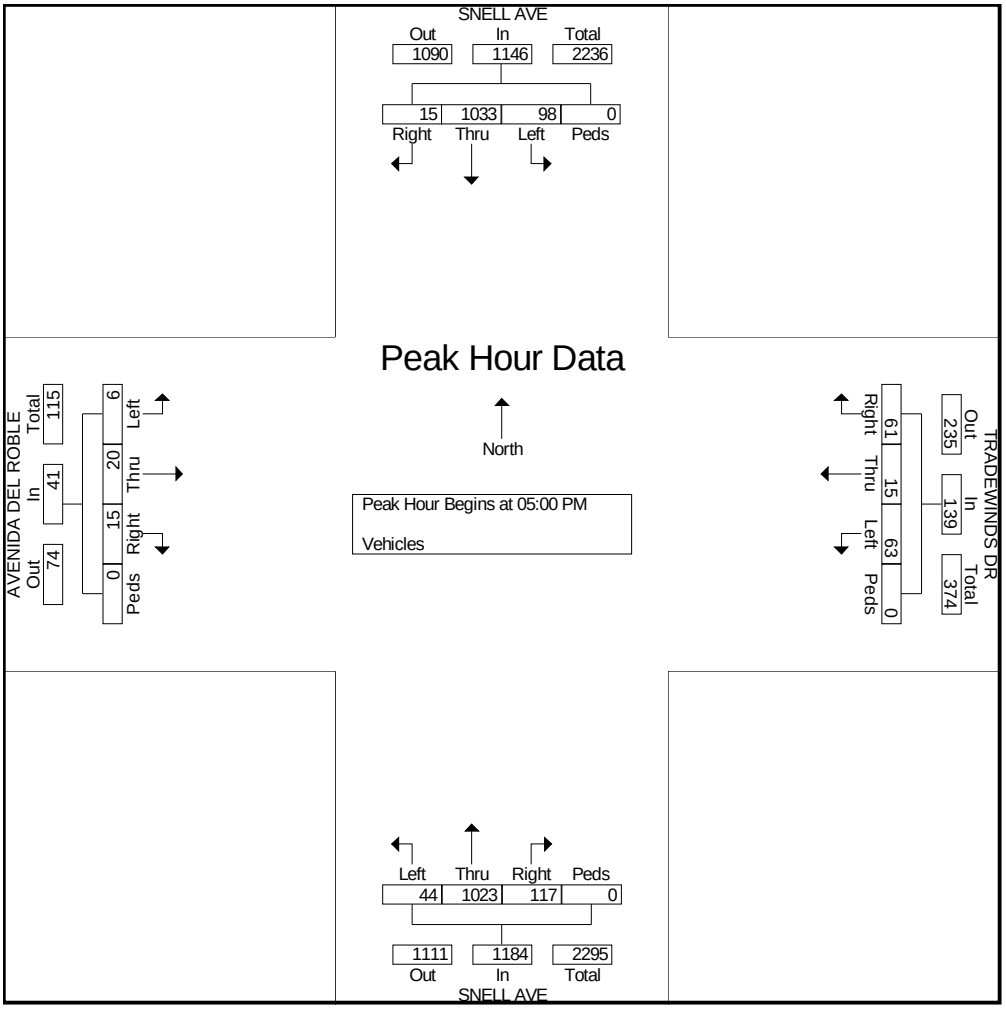

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File Name : 16AM FINAL
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Start Date : 11/6/2008
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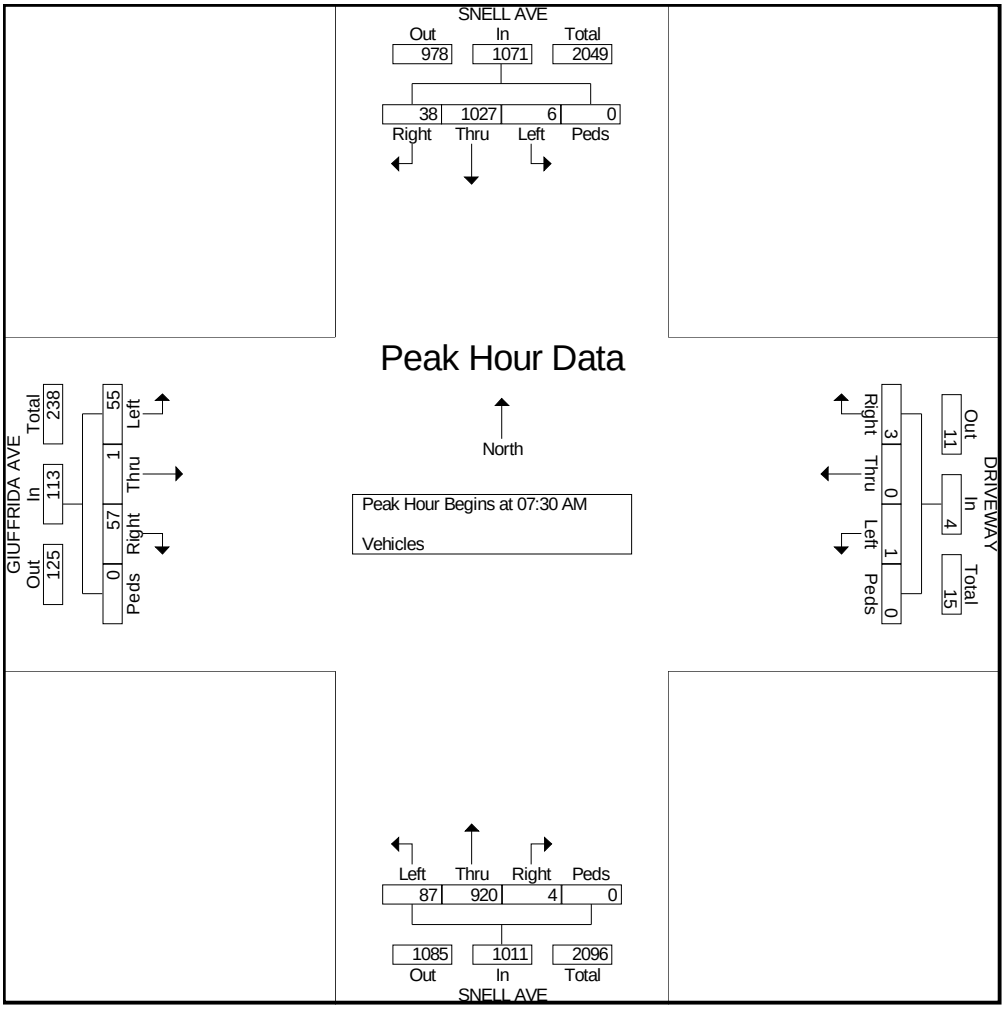
Groups Printed- Vehicles

	SNELL AVE Southbound					DRIVEWAY Westbound					SNELL AVE Northbound					GIUFFRIDA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	11	189	1	0	201	4	0	2	0	6	14	198	10	0	222	7	12	8	0	27	456
07:15 AM	18	203	4	0	225	0	0	2	0	2	7	239	20	0	266	12	0	24	0	36	529
07:30 AM	13	215	1	0	229	1	0	0	0	1	1	229	20	0	250	8	1	9	0	18	498
07:45 AM	14	276	4	0	294	2	0	0	0	2	1	198	24	0	223	24	0	20	0	44	563
Total	56	883	10	0	949	7	0	4	0	11	23	864	74	0	961	51	13	61	0	125	2046
08:00 AM	7	274	1	0	282	0	0	1	0	1	2	233	18	0	253	23	0	14	0	37	573
08:15 AM	4	262	0	0	266	0	0	0	0	0	0	260	25	0	285	2	0	12	0	14	565
08:30 AM	6	174	7	0	187	1	0	1	0	2	4	203	22	0	229	3	0	3	0	6	424
08:45 AM	15	283	15	0	313	1	1	4	0	6	4	191	10	0	205	8	0	12	0	20	544
Total	32	993	23	0	1048	2	1	6	0	9	10	887	75	0	972	36	0	41	0	77	2106
Grand Total	88	1876	33	0	1997	9	1	10	0	20	33	1751	149	0	1933	87	13	102	0	202	4152
Apprch %	4.4	93.9	1.7	0		45	5	50	0		1.7	90.6	7.7	0		43.1	6.4	50.5	0		
Total %	2.1	45.2	0.8	0	48.1	0.2	0	0.2	0	0.5	0.8	42.2	3.6	0	46.6	2.1	0.3	2.5	0	4.9	

	SNELL AVE Southbound					DRIVEWAY Westbound					SNELL AVE Northbound					GIUFFRIDA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	13	215	1	0	229	1	0	0	0	1	1	229	20	0	250	8	**1**	9	0	18	498
07:45 AM	**14**	**276**	**4**	0	**294**	**2**	0	0	0	**2**	1	198	24	0	223	**24**	0	**20**	0	**44**	563
08:00 AM	7	274	1	0	282	0	0	**1**	0	1	**2**	233	18	0	253	23	0	14	0	37	**573**
08:15 AM	4	262	0	0	266	0	0	0	0	0	0	**260**	**25**	0	**285**	2	0	12	0	14	565
Total Volume	38	1027	6	0	1071	3	0	1	0	4	4	920	87	0	1011	57	1	55	0	113	2199
% App. Total																					
PHF	.679	.930	.375	.000	.911	.375	.000	.250	.000	.500	.500	.885	.870	.000	.887	.594	.250	.688	.000	.642	.959

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

File Name : 16AM FINAL
Site Code : 00000016
Start Date : 11/6/2008
Page No : 2



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File Name : 16PM FINAL
Site Code : 00000016
Start Date : 11/6/2008
Page No : 1

Groups Printed- Vehicles

	SNELL AVE Southbound					DRIVEWAY Westbound					SNELL AVE Northbound					GIUFFRIDA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	9	214	11	0	234	13	0	19	0	32	2	221	36	0	259	14	0	10	0	24	549
04:15 PM	13	225	13	0	251	11	0	19	0	30	3	217	16	0	236	12	3	18	0	33	550
04:30 PM	9	235	19	0	263	15	2	14	0	31	5	215	30	0	250	8	1	9	0	18	562
04:45 PM	3	263	14	0	280	17	2	27	0	46	3	235	23	0	261	11	3	16	0	30	617
Total	34	937	57	0	1028	56	4	79	0	139	13	888	105	0	1006	45	7	53	0	105	2278
05:00 PM	8	284	29	0	321	6	1	12	0	19	5	269	33	0	307	13	1	20	0	34	681
05:15 PM	15	215	9	0	239	8	1	11	0	20	2	263	33	0	298	10	0	12	0	22	579
05:30 PM	9	241	15	0	265	5	0	10	0	15	3	249	30	0	282	6	1	16	0	23	585
05:45 PM	12	263	32	0	307	11	4	9	0	24	2	215	42	0	259	15	2	24	0	41	631
Total	44	1003	85	0	1132	30	6	42	0	78	12	996	138	0	1146	44	4	72	0	120	2476
Grand Total	78	1940	142	0	2160	86	10	121	0	217	25	1884	243	0	2152	89	11	125	0	225	4754
Apprch %	3.6	89.8	6.6	0		39.6	4.6	55.8	0		1.2	87.5	11.3	0		39.6	4.9	55.6	0		
Total %	1.6	40.8	3	0	45.4	1.8	0.2	2.5	0	4.6	0.5	39.6	5.1	0	45.3	1.9	0.2	2.6	0	4.7	

	SNELL AVE Southbound					DRIVEWAY Westbound					SNELL AVE Northbound					GIUFFRIDA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	8	**284**	29	0	**321**	6	1	**12**	0	19	**5**	**269**	33	0	**307**	13	1	20	0	34	**681**
05:15 PM	**15**	215	9	0	239	8	1	11	0	20	2	263	33	0	298	10	0	12	0	22	579
05:30 PM	9	241	15	0	265	5	0	10	0	15	3	249	30	0	282	6	1	16	0	23	585
05:45 PM	12	263	**32**	0	307	**11**	**4**	9	0	**24**	2	215	**42**	0	259	**15**	**2**	**24**	0	**41**	631
Total Volume	44	1003	85	0	1132	30	6	42	0	78	12	996	138	0	1146	44	4	72	0	120	2476
% App. Total																					
PHF	.733	.883	.664	.000	.882	.682	.375	.875	.000	.813	.600	.926	.821	.000	.933	.733	.500	.750	.000	.732	.909

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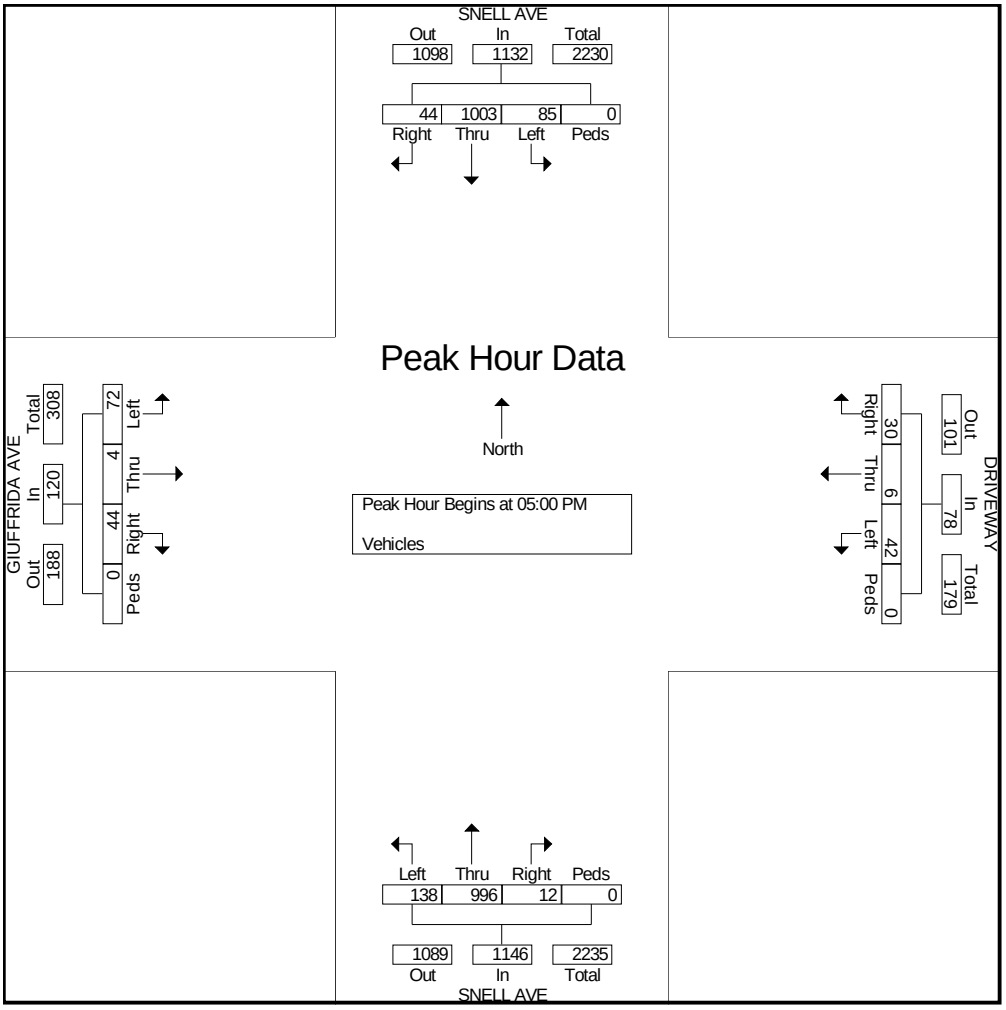
File Name : 16PM FINAL
Site Code : 00000016
Start Date : 11/6/2008
Page No : 2



1-3PM Peak-Hour Volume Count Worksheet

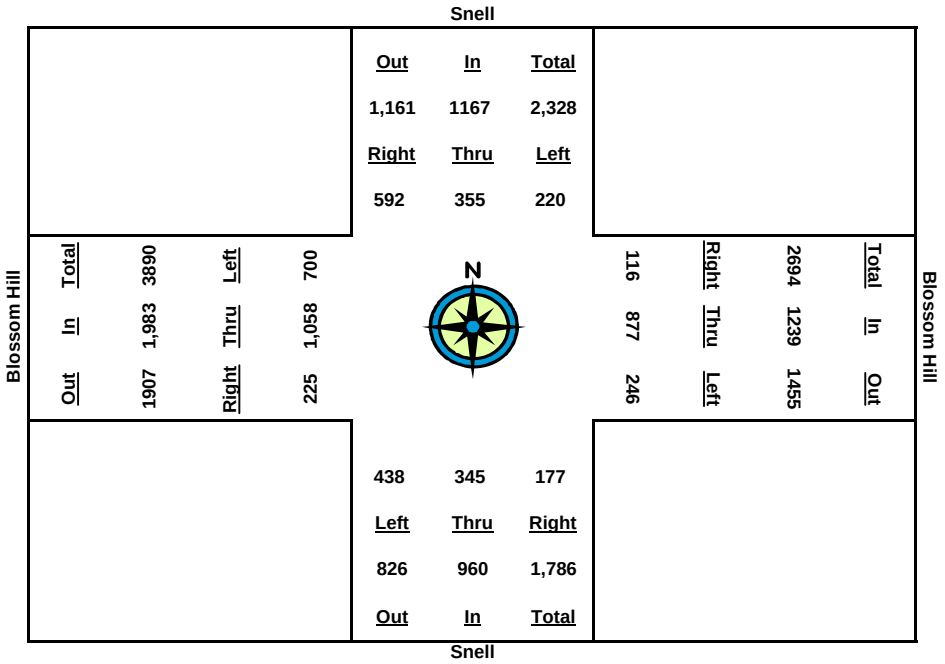
Date: 1/10/09
Counter: Matt & Irene
Intersection Name: Snell & Blossom Hill
Weather: Clear 08MW04

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Snell				Blossom Hill				Snell				Blossom Hill			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	147	89	59	295	43	244	66	353	38	88	107	233	44	290	169	503
1:30	296	182	121	599	70	459	123	652	83	171	211	465	99	522	325	946
1:45	449	280	173	902	90	650	192	932	127	255	318	700	166	775	504	1,445
2:00	592	355	220	1,167	116	877	246	1,239	177	345	438	960	225	1,058	700	1,983
2:15	731	418	268	1,417	155	1,095	302	1,552	228	432	539	1,199	278	1,275	854	2,407
2:30	861	479	317	1,657	181	1,302	359	1,842	278	535	631	1,444	328	1,341	1,059	2,728
2:45	974	544	364	1,882	223	1,520	416	2,159	319	613	727	1,659	374	1,781	1,224	3,379
3:00	1,120	607	414	2,141	252	1,761	461	2,474	354	704	847	1,905	428	2,003	1,383	3,814

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
1:00 - 2:00	592	355	220	1,167	116	877	246	1,239	177	345	438	960	225	1,058	700	1,983	5,349
1:15 - 2:15	584	329	209	1,122	112	851	236	1,199	190	344	432	966	234	985	685	1,904	5,191
2:30 - 3:30	565	297	196	1,058	111	843	236	1,190	195	364	420	979	229	819	734	1,782	5,009
2:45 - 3:45	525	264	191	980	133	870	224	1,227	192	358	409	959	208	1,006	720	1,934	5,100
2:00 - 3:00	528	252	194	974	136	884	215	1,235	177	359	409	945	203	945	683	1,831	4,985
Peak Volumes:	**592**	**355**	**220**	**1,167**	**116**	**877**	**246**	**1,239**	**177**	**345**	**438**	**960**	**225**	**1,058**	**700**	**1,983**	**5,349**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	438	345	177	220	355	592	700	1,058	225	246	877	116



1-3PM Peak-Hour Volume Count Worksheet

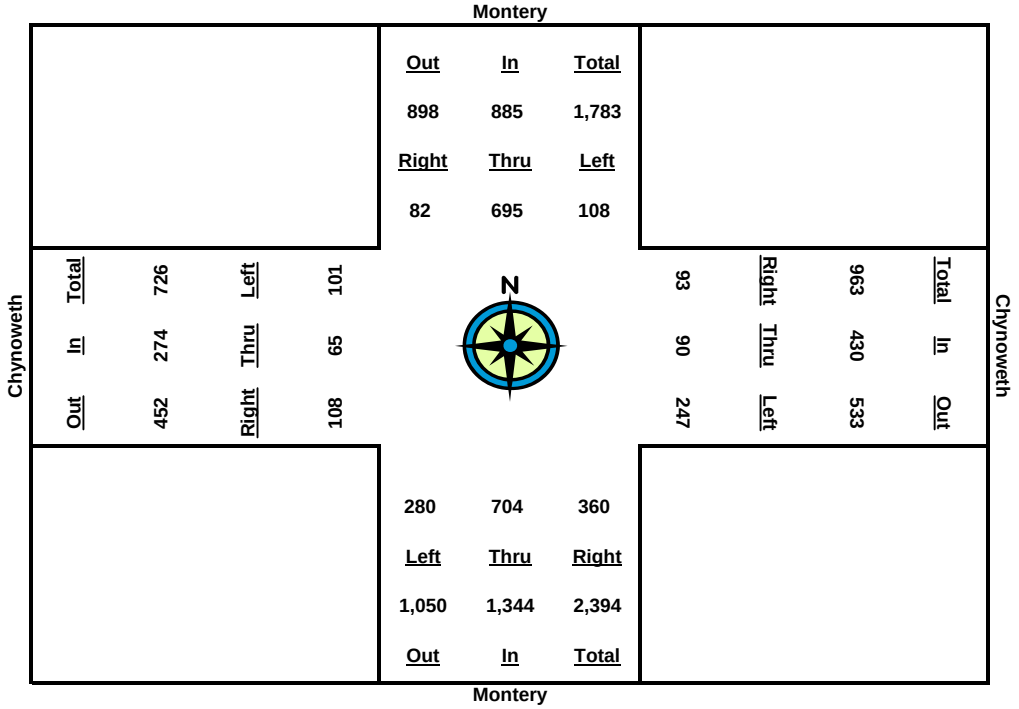
Date: 1/10/09
Counter: Antonio & Leanord
Intersection Name: Chynoweth & Montery Hwy
Weather: Clear 08MW04

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Montery				Chynoweth				Montery				Chynoweth			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	19	174	23	216	22	22	67	111	35	183	68	286	34	15	24	73
1:30	39	361	52	452	48	40	129	217	68	359	136	563	59	35	53	147
1:45	65	518	79	662	76	60	186	322	112	535	204	851	83	54	79	216
2:00	82	695	108	885	93	90	247	430	360	704	280	1,344	108	65	101	274
2:15	109	892	145	1,146	108	106	300	514	206	845	335	1,386	130	81	129	340
2:30	133	1,097	166	1,396	133	129	354	616	255	991	386	1,632	150	102	163	415
2:45	165	1,327	198	1,690	150	148	424	722	297	1,141	448	1,886	172	125	203	500
3:00	188	1,514	225	1,927	171	170	488	829	339	1,277	508	2,124	195	155	225	575

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
1:00 - 2:00	82	695	108	885	93	90	247	430	360	704	280	1,344	108	65	101	274	2,933
1:15 - 2:15	90	718	122	930	86	84	233	403	171	662	267	1,100	96	66	105	267	2,700
2:30 - 3:30	94	736	114	944	85	89	225	399	187	632	250	1,069	91	67	110	268	2,680
2:45 - 3:45	100	809	119	1,028	74	88	238	400	185	606	244	1,035	89	71	124	284	2,747
2:00 - 3:00	106	819	117	1,042	78	80	241	399	-21	573	228	780	87	90	124	301	2,522
Peak Volumes:	**82**	**695**	**108**	**885**	**93**	**90**	**247**	**430**	**360**	**704**	**280**	**1,344**	**108**	**65**	**101**	**274**	**2,933**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	280	704	360	108	695	82	101	65	108	247	90	93



1-3PM Peak-Hour Volume Count Worksheet

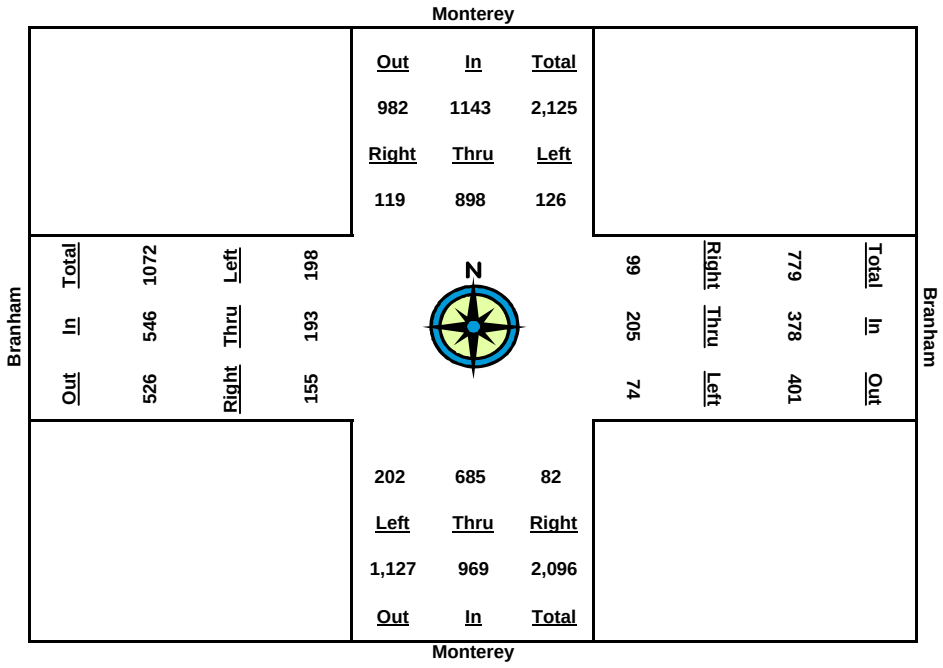
Date: 1/10/09
Counter: Alvan and Jose
Intersection Name: Branham and Monterey San Jose
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Monterey				Branham				Monterey				Branham			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	41	183	19	243	19	58	14	91	12	183	52	247	52	55	41	148
1:30	63	355	57	475	40	99	36	175	29	341	103	473	83	109	87	279
1:45	104	607	86	797	76	164	59	299	45	558	145	748	126	153	136	415
2:00	125	795	138	1,058	97	192	78	367	66	705	204	975	155	179	176	510
2:15	156	1,037	146	1,339	122	253	88	463	93	821	264	1,178	199	242	240	681
2:30	182	1,253	183	1,618	139	304	110	553	111	1,026	305	1,442	238	302	285	825
2:45	206	1,517	221	1,944	157	363	127	647	127	1,166	337	1,630	284	345	339	968
3:00	231	1,706	245	2,182	182	380	147	709	141	1,334	376	1,851	321	392	391	1,104

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
1:00 - 2:00	125	795	138	1,058	97	192	78	367	66	705	204	975	155	179	176	510	2,910
1:15 - 2:15	115	854	127	1,096	103	195	74	372	81	638	212	931	147	187	199	533	2,932
2:30 - 3:30	119	898	126	1,143	99	205	74	378	82	685	202	969	155	193	198	546	3,036
2:45 - 3:45	102	910	135	1,147	81	199	68	348	82	608	192	882	158	192	203	553	2,930
2:00 - 3:00	106	911	107	1,124	85	188	69	342	75	629	172	876	166	213	215	594	2,936
Peak Volumes:	**119**	**898**	**126**	**1,143**	**99**	**205**	**74**	**378**	**82**	**685**	**202**	**969**	**155**	**193**	**198**	**546**	**3,036**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	202	685	82	126	898	119	198	193	155	74	205	99



1-3PM Peak-Hour Volume Count Worksheet

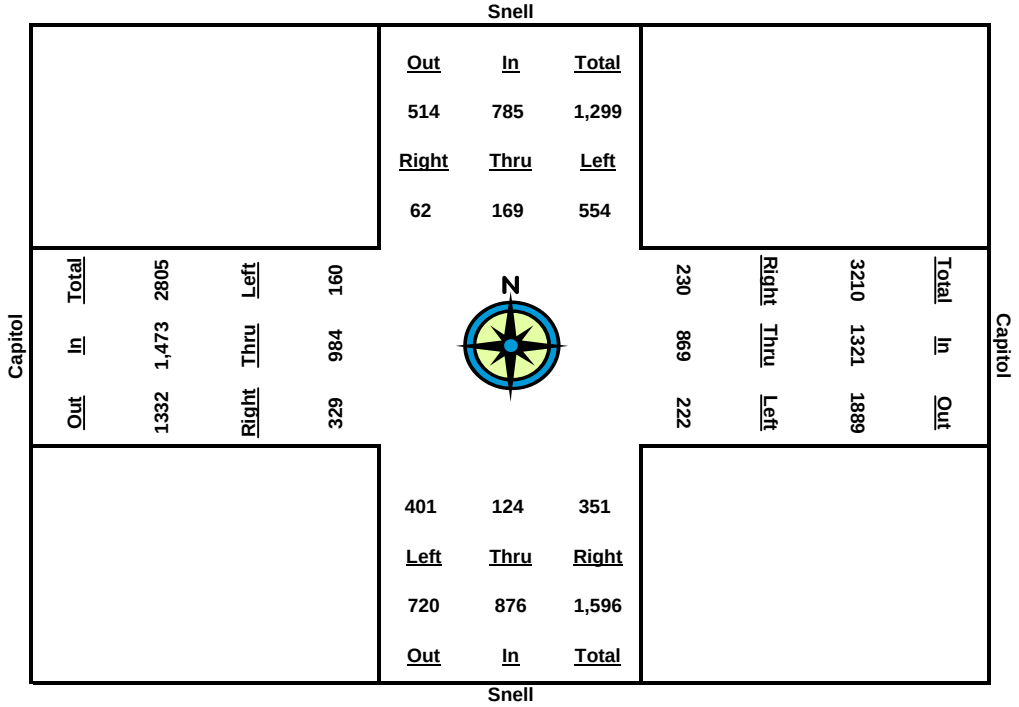
Date: 1/10/09
Counter: Shaun and Kristen
Intersection Name: Capitol and Snell San Jose
Weather: Clear 08MW04

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Snell				Capitol				Snell				Capitol			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	17	41	132	190	52	224	71	347	73	26	71	170	89	212	38	339
1:30	38	76	262	376	114	468	130	712	135	47	121	303	158	452	79	689
1:45	65	122	360	547	171	682	195	1,048	215	80	190	485	236	712	106	1,054
2:00	82	166	493	741	229	896	261	1,386	277	120	306	703	325	921	141	1,387
2:15	99	215	668	982	283	1,091	319	1,693	378	150	369	897	402	1,201	190	1,793
2:30	116	260	803	1,179	351	1,326	383	2,060	495	184	528	1,207	486	1,220	229	1,935
2:45	127	291	914	1,332	401	1,551	417	2,369	566	204	591	1,361	565	1,696	266	2,527
3:00	132	323	1,003	1,458	428	1,762	466	2,656	626	229	629	1,484	629	1,889	293	2,811

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
1:00 - 2:00	82	166	493	741	229	896	261	1,386	277	120	306	703	325	921	141	1,387	4,217
1:15 - 2:15	82	174	536	792	231	867	248	1,346	305	124	298	727	313	989	152	1,454	4,319
2:30 - 3:30	78	184	541	803	237	858	253	1,348	360	137	407	904	328	768	150	1,246	4,301
2:45 - 3:45	62	169	554	785	230	869	222	1,321	351	124	401	876	329	984	160	1,473	4,455
2:00 - 3:00	50	157	510	717	199	866	205	1,270	349	109	323	781	304	968	152	1,424	4,192
Peak Volumes:	**62**	**169**	**554**	**785**	**230**	**869**	**222**	**1,321**	**351**	**124**	**401**	**876**	**329**	**984**	**160**	**1,473**	**4,455**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	401	124	351	554	169	62	160	984	329	222	869	230



Appendix B

Volume Summary Tables

Intersection Number: 1
Traffix Node Number: 3080
Intersection Name: Santa Teresa Road & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 10/01/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	273	422	163	179	535	87	72	681	253	179	667	89
Approved Project Trips												
ATI	0	0	0	0	6	0	0	0	1	1	4	0
Background Conditions	273	422	163	179	541	87	72	681	254	180	671	89
Proposed Project Trips												
Project Trips	0	0	0	0	2	1	6	0	0	0	14	0
Project Conditions	273	422	163	179	543	88	78	681	254	180	685	89

Intersection Number: 2
Traffix Node Number: 3328
Intersection Name: Playa Del Rey & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 11/05/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	34	25	63	19	896	56	23	31	101	20	372	41
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	34	25	63	19	896	56	23	31	101	20	372	41
Proposed Project Trips												
Project Trips	0	0	6	1	2	0	0	0	0	0	19	0
Project Conditions	34	25	69	20	898	56	23	31	101	20	391	41

Intersection Number: 3
Traffix Node Number: 3314
Intersection Name: Cahalan Avenue & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 02/13/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	16	16	38	20	746	129	136	10	158	77	339	11
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	16	16	38	20	746	129	136	10	158	77	339	11
Proposed Project Trips												
Project Trips	0	0	0	0	3	1	6	0	0	0	25	0
Project Conditions	16	16	38	20	749	130	142	10	158	77	364	11

Intersection Number: 4
Traffix Node Number: 3316
Intersection Name: Chesbro Avenue & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 11/12/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	10	11	52	18	693	76	98	13	26	11	383	16
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	10	11	52	18	693	76	98	13	26	11	383	16
Proposed Project Trips												
Project Trips	0	0	0	0	3	0	0	0	0	0	30	0
Project Conditions	10	11	52	18	696	76	98	13	26	11	413	16

Intersection Number: 5
Traffix Node Number: 3005
Intersection Name: SR 85 (W) & Blossom Hill Road
Peak Hour: AM
Count Date: 09/10/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	118	291	398	122	779	319	693	0	85	78	748	0
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	118	291	398	122	779	319	693	0	85	78	748	0
Proposed Project Trips												
Project Trips	0	0	28	0	3	0	0	0	0	0	30	0
Project Conditions	118	291	426	122	782	319	693	0	85	78	778	0

Intersection Number: 6
Traffix Node Number: 3004
Intersection Name: SR 85 (E) & Blossom Hill Road
Peak Hour: AM
Count Date: 09/10/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	501	0	29	17	1610	0	90	22	101	856	813	134
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	501	0	29	17	1610	0	90	22	101	856	813	134
Proposed Project Trips												
Project Trips	0	0	0	0	10	0	28	0	0	0	58	0
Project Conditions	501	0	29	17	1620	0	118	22	101	856	871	134

Intersection Number: 7
Traffix Node Number: 3081
Intersection Name: Snell Avenue & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 10/01/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	507	520	145	156	839	290	200	560	323	194	464	352
Approved Project Trips												
ATI	0	7	32	12	174	26	4	2	74	24	525	0
Background Conditions	507	527	177	168	1013	316	204	562	397	218	989	352
Proposed Project Trips												
Project Trips	10	1	1	8	0	0	0	6	0	0	0	86
Project Conditions	517	528	178	176	1013	316	204	568	397	218	989	438

Intersection Number: 8
Traffix Node Number: 3322
Intersection Name: Judith Street & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 02/14/07
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	134	9	39	31	1113	24	23	6	173	46	1053	65
Approved Project Trips												
ATI	0	0	16	3	101	0	0	0	0	0	414	0
Background Conditions	134	9	55	34	1214	24	23	6	173	46	1467	65
Proposed Project Trips												
Project Trips	0	0	0	0	8	0	0	0	0	0	1	0
Project Conditions	134	9	55	34	1222	24	23	6	173	46	1468	65

Intersection Number: 9
Traffix Node Number: 3318
Intersection Name: Eagles Lane & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 11/13/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	49	0	121	250	1053	272	0	0	0	0	501	95
Approved Project Trips												
ATI	0	0	16	3	105	0	0	0	0	0	430	0
Background Conditions	49	0	137	253	1158	272	0	0	0	0	931	95
Proposed Project Trips												
Project Trips	0	0	0	0	8	0	0	0	0	0	1	0
Project Conditions	49	0	137	253	1166	272	0	0	0	0	932	95

Intersection Number: 10
Traffix Node Number: 3324
Intersection Name: Lean Avenue & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 11/12/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	320	147	125	167	1013	150	123	150	178	77	721	111
Approved Project Trips												
ATI	0	2	16	9	221	9	6	1	39	69	610	0
Background Conditions	320	149	141	176	1234	159	129	151	217	146	1331	111
Proposed Project Trips												
Project Trips	0	0	0	0	8	0	0	0	0	0	1	0
Project Conditions	320	149	141	176	1242	159	129	151	217	146	1332	111

Intersection Number: 11
Traffix Node Number: 3300
Intersection Name: Beswick Drive & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 11/12/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	41	76	44	17	1127	292	127	39	80	117	821	41
Approved Project Trips												
ATI	0	1	0	0	174	53	195	2	34	138	555	0
Background Conditions	41	77	44	17	1301	345	322	41	114	255	1376	41
Proposed Project Trips												
Project Trips	0	0	0	0	8	0	0	0	0	0	1	0
Project Conditions	41	77	44	17	1309	345	322	41	114	255	1377	41

Intersection Number: 12
Traffix Node Number: 3330
Intersection Name: Poughkeepsie Road & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 11/12/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	0	0	0	0	1426	273	96	0	43	29	916	0
Approved Project Trips												
ATI	0	0	0	0	146	270	574	0	93	131	622	0
Background Conditions	0	0	0	0	1572	543	670	0	136	160	1538	0
Proposed Project Trips												
Project Trips	0	0	0	0	8	0	0	0	0	0	1	0
Project Conditions	0	0	0	0	1580	543	670	0	136	160	1539	0

Intersection Number: 13
Traffix Node Number: 3079
Intersection Name: Monterey Road (S) & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 09/25/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	0	441	490	403	0	169	293	1036	0	0	0	0
Approved Project Trips												
ATI	0	1940	47	103	0	110	91	444	0	0	0	0
Background Conditions	0	2381	537	506	0	279	384	1480	0	0	0	0
Proposed Project Trips												
Project Trips	0	1	1	0	0	0	0	14	0	0	0	0
Project Conditions	0	2382	538	506	0	279	384	1494	0	0	0	0

Intersection Number: 14
Traffix Node Number: 3078
Intersection Name: Monterey Road (N) & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 09/24/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	335	879	0	621	0	225	367	1212	0	0	0	0
Approved Project Trips												
ATI	46	1884	0	21	0	94	46	501	0	0	0	0
Background Conditions	381	2763	0	642	0	319	413	1713	0	0	0	0
Proposed Project Trips												
Project Trips	0	2	0	10	0	0	4	10	0	0	0	0
Project Conditions	381	2765	0	652	0	319	417	1723	0	0	0	0

Intersection Number: 15
Traffix Node Number: 3402
Intersection Name: Monterey Road & Chynoweth Avenue
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 03/27/07
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	158	670	63	102	168	318	200	1491	148	161	172	304
Approved Project Trips												
ATI	0	1914	0	0	0	95	24	542	38	132	0	0
Background Conditions	158	2584	63	102	168	413	224	2033	186	293	172	304
Proposed Project Trips												
Project Trips	3	0	0	0	3	0	0	0	19	2	0	0
Project Conditions	161	2584	63	102	171	413	224	2033	205	295	172	304

Intersection Number: 16
Traffix Node Number: 3462
Intersection Name: Monterey Road & Edenview Drive
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 03/27/07
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	0	713	52	106	0	180	104	1805	8	0	0	0
Approved Project Trips												
ATI	0	1618	0	0	0	0	0	1635	0	0	0	0
Background Conditions	0	2331	52	106	0	180	104	3440	8	0	0	0
Proposed Project Trips												
Project Trips	0	0	0	0	0	3	0	0	0	0	0	0
Project Conditions	0	2331	52	106	0	183	104	3440	8	0	0	0

Intersection Number: 17
Traffix Node Number: 3082
Intersection Name: Monterey Road & Branham Lane
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 09/23/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	128	491	85	396	439	150	56	1823	161	141	270	479
Approved Project Trips												
ATI	0	1652	0	0	0	101	29	470	41	157	0	0
Background Conditions	128	2143	85	396	439	251	85	2293	202	298	270	479
Proposed Project Trips												
Project Trips	13	0	0	0	8	0	0	0	0	0	1	1
Project Conditions	141	2143	85	396	447	251	85	2293	202	298	271	480

Intersection Number: 18
Traffix Node Number: 3110
Intersection Name: Monterey Road & Skyway Drive
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 09/11/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	115	525	198	354	222	203	424	2506	44	39	235	290
Approved Project Trips												
ATI	0	782	0	0	0	57	14	149	62	28	0	0
Background Conditions	115	1307	198	354	222	260	438	2655	106	67	235	290
Proposed Project Trips												
Project Trips	13	13	0	0	0	0	0	1	0	0	0	1
Project Conditions	128	1320	198	354	222	260	438	2656	106	67	235	291

Intersection Number: 19
Traffix Node Number: 3109
Intersection Name: Monterey Road & Senter Road
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 09/11/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	0	477	192	352	0	395	461	2792	1	0	0	0
Approved Project Trips												
ATI	0	366	3	3	0	56	14	69	56	0	0	0
Background Conditions	0	843	195	355	0	451	475	2861	57	0	0	0
Proposed Project Trips												
Project Trips	0	21	0	0	0	6	1	2	0	0	0	0
Project Conditions	0	864	195	355	0	457	476	2863	57	0	0	0

Intersection Number: 20
Traffix Node Number: 3092
Intersection Name: Monterey Road (S) & Capitol Expressway
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 09/30/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	0	554	52	601	0	81	345	2636	0	0	0	0
Approved Project Trips												
ATI	0	365	7	31	0	28	31	123	0	0	0	0
Background Conditions	0	919	59	632	0	109	376	2759	0	0	0	0
Proposed Project Trips												
Project Trips	0	21	0	1	0	0	2	1	0	0	0	0
Project Conditions	0	940	59	633	0	109	378	2760	0	0	0	0

Intersection Number: 21
Traffix Node Number: 3091
Intersection Name: Monterey Road (N) & Capitol Expressway
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 09/30/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	0	482	188	282	0	121	386	2827	0	0	0	0
Approved Project Trips												
ATI	0	260	19	6	0	112	10	140	0	0	0	0
Background Conditions	0	742	207	288	0	233	396	2967	0	0	0	0
Proposed Project Trips												
Project Trips	0	7	7	0	0	14	0	2	0	0	0	0
Project Conditions	0	749	214	288	0	247	396	2969	0	0	0	0

Intersection Number: 22
Traffix Node Number: 5715
Intersection Name: Snell Avenue & Capitol Expressway
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 09/09/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	57	142	431	652	1646	196	902	404	662	237	1178	98
Approved Project Trips												
ATI	0	2	1	0	15	0	17	6	12	4	48	2
Background Conditions	57	144	432	652	1661	196	919	410	674	241	1226	100
Proposed Project Trips												
Project Trips	0	6	0	0	0	21	2	1	0	0	0	0
Project Conditions	57	150	432	652	1661	217	921	411	674	241	1226	100

Intersection Number: 23
Traffix Node Number: 5712
Intersection Name: Vista Park Drive & Capitol Expressway
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 04/03/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	33	40	99	41	1840	55	105	80	193	62	990	21
Approved Project Trips												
ATI	0	0	13	13	1	0	0	0	0	0	13	0
Background Conditions	33	40	112	54	1841	55	105	80	193	62	1003	21
Proposed Project Trips												
Project Trips	0	0	0	0	0	0	0	0	6	55	0	0
Project Conditions	33	40	112	54	1841	55	105	80	199	117	1003	21

Intersection Number: 24
Traffix Node Number: 5708
Intersection Name: Copperfield Drive & Capitol Expressway
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 04/03/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	166	0	71	53	2121	0	0	0	0	0	879	132
Approved Project Trips												
ATI	0	0	0	0	1	0	0	0	0	0	13	0
Background Conditions	166	0	71	53	2122	0	0	0	0	0	892	132
Proposed Project Trips												
Project Trips	0	0	0	0	6	0	0	0	0	0	55	0
Project Conditions	166	0	71	53	2128	0	0	0	0	0	947	132

Intersection Number: 25
Traffix Node Number: 5711
Intersection Name: Narvaez Avenue & Capitol Expressway
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 10/09/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	368	37	197	314	1851	68	55	196	196	128	848	118
Approved Project Trips												
ATI	47	0	13	1	0	0	0	0	0	0	0	42
Background Conditions	415	37	210	315	1851	68	55	196	196	128	848	160
Proposed Project Trips												
Project Trips	0	0	0	3	3	0	0	0	0	0	55	0
Project Conditions	415	37	210	318	1854	68	55	196	196	128	903	160

Intersection Number: 26
Traffix Node Number: 3208
Intersection Name: Narvaez Avenue & SR 87
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 05/31/07
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	183	168	0	0	0	0	0	162	704	346	0	102
Approved Project Trips												
ATI	56	60	0	0	0	0	0	43	0	0	0	12
Background Conditions	239	228	0	0	0	0	0	205	704	346	0	114
Proposed Project Trips												
Project Trips	0	0	0	0	0	0	0	0	3	0	0	0
Project Conditions	239	228	0	0	0	0	0	205	707	346	0	114

Intersection Number: 27
Traffix Node Number: 5713
Intersection Name: SR 87 & Capitol Expressway
Peak Hour: AM
Count Date: 10/09/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	404	0	447	0	2494	829	0	0	0	225	655	0
Approved Project Trips												
ATI	0	0	30	0	23	24	0	0	0	0	13	0
Background Conditions	404	0	477	0	2517	853	0	0	0	225	668	0
Proposed Project Trips												
Project Trips	0	0	28	0	3	0	0	0	0	0	28	0
Project Conditions	404	0	505	0	2520	853	0	0	0	225	696	0

Intersection Number: 28
Traffix Node Number: 3351
Intersection Name: Narvaez Avenue & Branham Lane
Peak Hour: AM
Count Date: 11/19/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	111	10	59	138	843	24	17	22	51	16	438	159
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	111	10	59	138	843	24	17	22	51	16	438	159
Proposed Project Trips												
Project Trips	0	0	0	0	1	0	0	0	0	0	8	0
Project Conditions	111	10	59	138	844	24	17	22	51	16	446	159

Intersection Number: 29
Traffix Node Number: 3355
Intersection Name: Vista Park Drive & Branham Lane
Peak Hour: AM
Count Date: 11/19/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	82	65	128	196	763	56	51	120	72	10	558	141
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	82	65	128	196	763	56	51	120	72	10	558	141
Proposed Project Trips												
Project Trips	0	0	61	7	2	0	0	0	0	0	14	0
Project Conditions	82	65	189	203	765	56	51	120	72	10	572	141

Intersection Number: 30
Traffix Node Number: 55
Intersection Name: Safeway & Branham Lane
Peak Hour: AM
Count Date: 11/18/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	42	0	42	33	936	0	0	0	0	0	470	22
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	42	0	42	33	936	0	0	0	0	0	470	22
Proposed Project Trips												
Project Trips	0	0	0	0	8	0	0	0	0	0	75	0
Project Conditions	42	0	42	33	944	0	0	0	0	0	545	22

Intersection Number: 31
Traffix Node Number: 3558
Intersection Name: Snell Avenue & Gold Run
Peak Hour: AM
Count Date: 11/13/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	10	478	129	398	3	76	26	1109	9	7	1	29
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	10	478	129	398	3	76	26	1109	9	7	1	29
Proposed Project Trips												
Project Trips	0	26	0	0	0	0	0	3	0	0	0	0
Project Conditions	10	504	129	398	3	76	26	1112	9	7	1	29

Intersection Number: 32
Traffix Node Number: 3759
Intersection Name: Snell Avenue & Rosenbaum Avenue
Peak Hour: AM
Count Date: 11/20/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	116	478	6	89	39	95	22	942	91	70	16	107
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	116	478	6	89	39	95	22	942	91	70	16	107
Proposed Project Trips												
Project Trips	0	26	0	0	0	6	1	3	0	0	0	0
Project Conditions	116	504	6	89	39	101	23	945	91	70	16	107

Intersection Number: 33
Traffix Node Number: 3807
Intersection Name: Snell Avenue & Skyway Drive
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 11/12/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	2	477	209	122	4	230	308	836	6	23	17	31
Approved Project Trips												
ATI	0	46	0	0	0	0	0	186	0	0	0	0
Background Conditions	2	523	209	122	4	230	308	1022	6	23	17	31
Proposed Project Trips												
Project Trips	0	32	0	0	0	13	1	4	0	0	0	0
Project Conditions	2	555	209	122	4	243	309	1026	6	23	17	31

Intersection Number: 34
Traffix Node Number: 3354
Intersection Name: Snell Avenue & Branham Lane
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 11/18/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	155	469	179	117	440	182	165	867	424	223	250	99
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	155	469	179	117	440	182	165	867	424	223	250	99
Proposed Project Trips												
Project Trips	0	44	0	0	0	22	2	5	8	75	0	0
Project Conditions	155	513	179	117	440	204	167	872	432	298	250	99

Intersection Number: 35
Traffix Node Number: 3404
Intersection Name: Snell Avenue & Chynoweth Avenue
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 11/06/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	69	709	92	242	61	306	122	1047	7	13	49	144
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	69	709	92	242	61	306	122	1047	7	13	49	144
Proposed Project Trips												
Project Trips	0	11	4	36	0	0	0	100	0	0	0	0
Project Conditions	69	720	96	278	61	306	122	1147	7	13	49	144

Intersection Number: 36
Traffix Node Number: 3272
Intersection Name: Snell Avenue & Avenida Del Roble
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 11/06/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	18	955	84	175	77	96	17	943	23	20	41	18
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	18	955	84	175	77	96	17	943	23	20	41	18
Proposed Project Trips												
Project Trips	0	11	0	0	0	0	0	100	0	0	0	0
Project Conditions	18	966	84	175	77	96	17	1043	23	20	41	18

Intersection Number: 37
Traffix Node Number: 3556
Intersection Name: Snell Avenue & Gluffrida Avenue
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 11/06/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	38	1027	6	3	0	1	4	920	87	57	1	55
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	38	1027	6	3	0	1	4	920	87	57	1	55
Proposed Project Trips												
Project Trips	0	11	0	0	0	0	0	100	0	0	0	0
Project Conditions	38	1038	6	3	0	1	4	1020	87	57	1	55

Intersection Number: 38
Traffix Node Number: 3401
Intersection Name: Lean Drive & Chynoweth Avenue
Peak Hour: AM
Date of Analysis: 05/12/09
Count Date: 03/19/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	30	72	14	19	278	153	190	96	167	123	265	35
Approved Project Trips												
ATI	0	0	0	0	16	0	0	0	0	0	3	0
Background Conditions	30	72	14	19	294	153	190	96	167	123	268	35
Proposed Project Trips												
Project Trips	0	0	0	0	25	0	0	0	6	1	3	0
Project Conditions	30	72	14	19	319	153	190	96	173	124	271	35

Intersection Number:	39		
Traffix Node Number:	102		
Intersection Name:	Snell Avenue	& Project Driveway	
Peak Hour:	AM	Date of Analysis:	05/12/09
Count Date:	#N/A		
Scenario:	0		
(SJ) Growth Factor:	0.003	Future Growth % Per Year:	0.012
(SJ) Number of Months:	0.0	Number of Years to Buildout:	2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	0	874	0	0	0	0	0	1456	0	0	0	0
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	874	0	0	0	0	0	1456	0	0	0	0
Proposed Project Trips												
Project Trips	141	0	0	0	0	0	0	0	136	15	0	16
Project Conditions	141	874	0	0	0	0	0	1456	136	15	0	16

Intersection Number: 1
Traffix Node Number: 3080
Intersection Name: Santa Teresa Road & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 10/01/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	103	644	374	125	443	153	79	439	183	121	662	393
Approved Project Trips												
ATI	0	0	0	0	21	0	0	0	5	5	21	0
Background Conditions	103	644	374	125	464	153	79	439	188	126	683	393
Proposed Project Trips												
Project Trips	0	0	0	0	9	4	2	0	0	0	6	0
Project Conditions	103	644	374	125	473	157	81	439	188	126	689	393

Intersection Number: 2
Traffix Node Number: 3328
Intersection Name: Playa Del Rey & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 11/05/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	21	31	82	24	686	91	26	15	52	51	902	46
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	21	31	82	24	686	91	26	15	52	51	902	46
Proposed Project Trips												
Project Trips	0	0	2	4	13	0	0	0	0	0	8	0
Project Conditions	21	31	84	28	699	91	26	15	52	51	910	46

Intersection Number: 3
Traffix Node Number: 3314
Intersection Name: Cahalan Avenue & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 02/13/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	11	4	24	33	639	213	170	12	124	127	788	31
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	11	4	24	33	639	213	170	12	124	127	788	31
Proposed Project Trips												
Project Trips	0	0	0	0	16	4	2	0	0	0	10	0
Project Conditions	11	4	24	33	655	217	172	12	124	127	798	31

Intersection Number: 4
Traffix Node Number: 3316
Intersection Name: Chesbro Avenue & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 11/12/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	8	11	61	13	716	127	176	11	31	42	1109	50
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	8	11	61	13	716	127	176	11	31	42	1109	50
Proposed Project Trips												
Project Trips	0	0	0	0	20	0	0	0	0	0	13	0
Project Conditions	8	11	61	13	736	127	176	11	31	42	1122	50

Intersection Number: 5
Traffix Node Number: 3005
Intersection Name: SR 85 (W) & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 09/10/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	194	559	1098	122	756	115	320	0	50	60	1201	0
				0								
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	194	559	1098	122	756	115	320	0	50	60	1201	0
				0								
Proposed Project Trips												
Project Trips	0	0	11	0	20	0	0	0	0	0	13	0
Project Conditions	194	559	1109	122	776	115	320	0	50	60	1214	0
				0								

Intersection Number: 6
Traffix Node Number: 3004
Intersection Name: SR 85 (E) & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 09/10/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	141	0	27	46	1554	0	184	39	174	402	1802	235
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	141	0	27	46	1554	0	184	39	174	402	1802	235
Proposed Project Trips												
Project Trips	0	0	0	0	56	0	11	0	0	0	24	0
Project Conditions	141	0	27	46	1610	0	195	39	174	402	1826	235

Intersection Number: 7
Traffix Node Number: 3081
Intersection Name: Snell Avenue & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 10/01/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	467	435	256	131	828	284	164	361	308	277	1093	630
Approved Project Trips												
ATI	0	6	18	34	575	65	11	10	53	18	201	0
Background Conditions	467	441	274	165	1403	349	175	371	361	295	1294	630
Proposed Project Trips												
Project Trips	56	4	5	3	0	0	0	2	0	0	0	35
Project Conditions	523	445	279	168	1403	349	175	373	361	295	1294	665

Intersection Number: 8
Traffix Node Number: 3322
Intersection Name: Judith Street & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 03/27/07
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	82	6	13	36	1052	25	10	7	79	103	1174	143
Approved Project Trips												
ATI	0	0	3	16	411	0	0	0	0	0	51	0
Background Conditions	82	6	16	52	1463	25	10	7	79	103	1225	143
Proposed Project Trips												
Project Trips	0	0	0	0	3	0	0	0	0	0	5	0
Project Conditions	82	6	16	52	1466	25	10	7	79	103	1230	143

Intersection Number: 9
Traffix Node Number: 3318
Intersection Name: Eagles Lane & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 11/13/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	50	0	100	61	868	40	0	0	0	0	1174	117
Approved Project Trips												
ATI	0	0	3	16	427	0	0	0	0	0	55	0
Background Conditions	50	0	103	77	1295	40	0	0	0	0	1229	117
Proposed Project Trips												
Project Trips	0	0	0	0	3	0	0	0	0	0	5	0
Project Conditions	50	0	103	77	1298	40	0	0	0	0	1234	117

Intersection Number: 10
Traffix Node Number: 3324
Intersection Name: Lean Avenue & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 11/13/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	70	106	61	117	894	203	78	76	120	113	1157	213
Approved Project Trips												
ATI	0	0	15	18	651	22	13	2	88	34	255	0
Background Conditions	70	106	76	135	1545	225	91	78	208	147	1412	213
Proposed Project Trips												
Project Trips	0	0	0	0	3	0	0	0	0	0	5	0
Project Conditions	70	106	76	135	1548	225	91	78	208	147	1417	213

Intersection Number: 11
Traffix Node Number: 3300
Intersection Name: Beswick Drive & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 11/13/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	27	20	37	81	1111	241	78	40	116	110	1036	63
Approved Project Trips												
ATI	0	2	0	0	630	216	25	1	98	64	196	0
Background Conditions	27	22	37	81	1741	457	103	41	214	174	1232	63
Proposed Project Trips												
Project Trips	0	0	0	0	3	0	0	0	0	0	5	0
Project Conditions	27	22	37	81	1744	457	103	41	214	174	1237	63

Intersection Number: 12
Traffix Node Number: 3330
Intersection Name: Poughkeepsie Road & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 11/13/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	0	0	0	0	1261	258	113	0	138	34	1096	0
Approved Project Trips												
ATI	0	0	0	0	643	200	489	0	243	104	119	0
Background Conditions	0	0	0	0	1904	458	602	0	381	138	1215	0
Proposed Project Trips												
Project Trips	0	0	0	0	3	0	0	0	0	0	5	0
Project Conditions	0	0	0	0	1907	458	602	0	381	138	1220	0

Intersection Number: 13
Traffix Node Number: 3079
Intersection Name: Monterey Road (S) & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 09/25/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	0	1132	595	328	0	387	329	976	0	0	0	0
Approved Project Trips												
ATI	0	464	11	255	0	65	116	1936	0	0	0	0
Background Conditions	0	1596	606	583	0	452	445	2912	0	0	0	0
Proposed Project Trips												
Project Trips	0	6	6	0	0	3	0	6	0	0	0	0
Project Conditions	0	1602	612	583	0	455	445	2918	0	0	0	0

Intersection Number: 14
Traffix Node Number: 3078
Intersection Name: Monterey Road (N) & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 09/24/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	472	1341	0	483	0	477	274	973	0	0	0	0
Approved Project Trips												
ATI	113	406	0	161	0	73	117	2069	0	0	0	0
Background Conditions	585	1747	0	644	0	550	391	3042	0	0	0	0
Proposed Project Trips												
Project Trips	0	13	0	4	0	0	2	4	0	0	0	0
Project Conditions	585	1760	0	648	0	550	393	3046	0	0	0	0

Intersection Number: 15
Traffix Node Number: 3402
Intersection Name: Monterey Road & Chynoweth Avenue
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 03/27/07
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	238	1320	195	78	95	291	321	882	282	115	135	153
Approved Project Trips												
ATI	0	538	0	0	0	45	101	1983	142	24	0	0
Background Conditions	238	1858	195	78	95	336	422	2865	424	139	135	153
Proposed Project Trips												
Project Trips	1	0	0	0	1	0	0	0	8	13	2	2
Project Conditions	239	1858	195	78	96	336	422	2865	432	152	137	155

Intersection Number: 16
Traffix Node Number: 3462
Intersection Name: Monterey Road & Edenview Drive
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 03/27/07
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	0	1613	104	38	0	97	69	1092	13	0	0	0
Approved Project Trips												
ATI	0	268	0	0	0	0	0	1607	0	0	0	0
Background Conditions	0	1881	104	38	0	97	69	2699	13	0	0	0
Proposed Project Trips												
Project Trips	0	0	0	0	0	1	2	0	0	0	0	0
Project Conditions	0	1881	104	38	0	98	71	2699	13	0	0	0

Intersection Number: 17
Traffix Node Number: 3082
Intersection Name: Monterey Road & Branham Lane
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 09/23/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	309	1267	196	117	219	78	131	659	188	169	314	218
Approved Project Trips												
ATI	0	421	0	0	0	53	117	1705	154	45	0	0
Background Conditions	309	1688	196	117	219	131	248	2364	342	214	314	218
Proposed Project Trips												
Project Trips	5	0	0	0	3	0	0	0	0	0	5	9
Project Conditions	314	1688	196	117	222	131	248	2364	342	214	319	227

Intersection Number: 18
Traffix Node Number: 3110
Intersection Name: Monterey Road & Skyway Drive
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 09/11/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	352	1775	134	145	152	139	86	1039	79	43	118	133
Approved Project Trips												
ATI	0	191	21	0	0	14	57	821	41	6	0	0
Background Conditions	352	1966	155	145	152	153	143	1860	120	49	118	133
Proposed Project Trips												
Project Trips	5	5	0	0	0	0	0	9	0	0	0	9
Project Conditions	357	1971	155	145	152	153	143	1869	120	49	118	142

Intersection Number: 19
Traffix Node Number: 3109
Intersection Name: Monterey Road & Senter Road
Peak Hour: PM
Count Date: 09/11/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	0	1823	436	227	0	450	361	684	22	0	0	0
Approved Project Trips												
ATI	0	189	3	3	0	15	57	421	14	0	0	0
Background Conditions	0	2012	439	230	0	465	418	1105	36	0	0	0
Proposed Project Trips												
Project Trips	0	9	0	0	0	2	4	14	0	0	0	0
Project Conditions	0	2021	439	230	0	467	422	1119	36	0	0	0

Intersection Number: 20
Traffix Node Number: 3092
Intersection Name: Monterey Road (S) & Capitol Expressway
Peak Hour: PM
Count Date: 09/30/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	0	2064	125	193	0	179	235	862	0	0	0	0
Approved Project Trips												
ATI	0	184	7	72	0	7	117	343	0	0	0	0
Background Conditions	0	2248	132	265	0	186	352	1205	0	0	0	0
Proposed Project Trips												
Project Trips	0	9	0	5	0	0	9	5	0	0	0	0
Project Conditions	0	2257	132	270	0	186	361	1210	0	0	0	0

Intersection Number: 21
Traffix Node Number: 3091
Intersection Name: Monterey Road (N) & Capitol Expressway
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 09/30/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	0	2065	451	109	0	175	233	888	0	0	0	0
Approved Project Trips												
ATI	0	163	71	8	0	28	33	389	0	0	0	0
Background Conditions	0	2228	522	117	0	203	266	1277	0	0	0	0
Proposed Project Trips												
Project Trips	0	3	3	0	0	6	0	9	0	0	0	0
Project Conditions	0	2231	525	117	0	209	266	1286	0	0	0	0

Intersection Number: 22
Traffix Node Number: 5715
Intersection Name: Snell Avenue & Capitol Expressway
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 10/01/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	174	135	277	290	1214	447	310	103	301	349	1259	111
Approved Project Trips												
ATI	0	1	0	9	58	13	1	2	3	2	17	0
Background Conditions	174	136	277	299	1272	460	311	105	304	351	1276	111
Proposed Project Trips												
Project Trips	0	2	0	0	0	9	14	4	0	0	0	0
Project Conditions	174	138	277	299	1272	469	325	109	304	351	1276	111

Intersection Number: 23
Traffix Node Number: 5712
Intersection Name: Vista Park Drive & Capitol Expressway
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 04/03/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	20	88	159	40	1172	149	78	81	157	162	1794	97
Approved Project Trips												
ATI	0	0	7	24	2	0	0	0	0	0	7	0
Background Conditions	20	88	166	64	1174	149	78	81	157	162	1801	97
Proposed Project Trips												
Project Trips	0	0	0	0	0	0	0	0	36	23	0	0
Project Conditions	20	88	166	64	1174	149	78	81	193	185	1801	97

Intersection Number: 24
Traffix Node Number: 5708
Intersection Name: Copperfield Drive & Capitol Expressway
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 04/03/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	125	0	210	37	1237	0	0	0	0	0	2067	400
Approved Project Trips												
ATI	0	0	0	0	2	0	0	0	0	0	7	0
Background Conditions	125	0	210	37	1239	0	0	0	0	0	2074	400
Proposed Project Trips												
Project Trips	0	0	0	0	36	0	0	0	0	0	23	0
Project Conditions	125	0	210	37	1275	0	0	0	0	0	2097	400

Intersection Number: 25
Traffix Node Number: 5711
Intersection Name: Narvaez Avenue & Capitol Expressway
Peak Hour: PM Date of Analysis: 05/12/09
Count Date: 10/01/08
Scenario: 0
(SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	337	111	612	514	990	94	45	153	39	224	1442	342
Approved Project Trips												
ATI	25	0	7	2	0	0	0	0	0	0	0	80
Background Conditions	362	111	619	516	990	94	45	153	39	224	1442	422
Proposed Project Trips												
Project Trips	0	0	0	18	18	0	0	0	0	0	23	0
Project Conditions	362	111	619	534	1008	94	45	153	39	224	1465	422

Intersection Number: 26
Traffix Node Number: 3208
Intersection Name: Narvaez Avenue & SR 87
Peak Hour: PM Date of Analysis: 05/12/09
Count Date: 05/31/07
Scenario: 0
(SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0 Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	179	132	0	0	0	0	0	160	794	870	0	286
Approved Project Trips												
ATI	30	32	0	0	0	0	0	82	0	0	0	23
Background Conditions	209	164	0	0	0	0	0	242	794	870	0	309
Proposed Project Trips												
Project Trips	0	0	0	0	0	0	0	0	18	0	0	0
Project Conditions	209	164	0	0	0	0	0	242	812	870	0	309

Intersection Number: 27
Traffix Node Number: 5713
Intersection Name: SR 87 & Capitol Expressway
Peak Hour: PM
Count Date: 10/01/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	366	0	956	0	963	604	0	0	0	358	1472	0
Approved Project Trips												
ATI	0	0	56	0	13	12	0	0	0	0	24	0
Background Conditions	366	0	1012	0	976	616	0	0	0	358	1496	0
Proposed Project Trips												
Project Trips	0	0	11	0	18	0	0	0	0	0	11	0
Project Conditions	366	0	1023	0	994	616	0	0	0	358	1507	0

Intersection Number: 28
Traffix Node Number: 3351
Intersection Name: Narvaez Avenue & Branham Lane
Peak Hour: PM
Count Date: 11/19/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	100	26	176	70	505	15	4	12	15	40	725	128
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	100	26	176	70	505	15	4	12	15	40	725	128
Proposed Project Trips												
Project Trips	0	0	0	0	5	0	0	0	0	0	3	0
Project Conditions	100	26	176	70	510	15	4	12	15	40	728	128

Intersection Number: 29
Traffix Node Number: 3355
Intersection Name: Vista Park Drive & Branham Lane
Peak Hour: PM
Count Date: 11/19/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	91	84	138	127	575	100	89	77	44	6	724	96
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	91	84	138	127	575	100	89	77	44	6	724	96
Proposed Project Trips												
Project Trips	0	0	25	40	9	0	0	0	0	0	6	0
Project Conditions	91	84	163	167	584	100	89	77	44	6	730	96

Intersection Number: 30
Traffix Node Number: 55
Intersection Name: Safeway & Branham Lane
Peak Hour: PM
Count Date: 11/18/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	54	0	194	143	603	0	0	0	0	0	670	101
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	54	0	194	143	603	0	0	0	0	0	670	101
Proposed Project Trips												
Project Trips	0	0	0	0	49	0	0	0	0	0	31	0
Project Conditions	54	0	194	143	652	0	0	0	0	0	701	101

Intersection Number: 31
Traffix Node Number: 3558
Intersection Name: Snell Avenue & Gold Run
Peak Hour: PM
Count Date: 11/13/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	26	898	335	124	1	56	80	535	17	4	0	7
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	26	898	335	124	1	56	80	535	17	4	0	7
Proposed Project Trips												
Project Trips	0	11	0	0	0	0	0	17	0	0	0	0
Project Conditions	26	909	335	124	1	56	80	552	17	4	0	7

Intersection Number: 32
Traffix Node Number: 3759
Intersection Name: Snell Avenue & Rosenbaum Avenue
Peak Hour: PM
Count Date: 11/19/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	80	807	49	37	6	39	85	505	78	55	10	56
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	80	807	49	37	6	39	85	505	78	55	10	56
Proposed Project Trips												
Project Trips	0	11	0	0	0	2	4	17	0	0	0	0
Project Conditions	80	818	49	37	6	41	89	522	78	55	10	56

Intersection Number: 33
Traffix Node Number: 3807
Intersection Name: Snell Avenue & Skyway Drive
Peak Hour: PM
Count Date: 11/13/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	27	737	185	149	22	338	169	532	23	20	4	11
Approved Project Trips												
ATI	0	185	0	0	0	0	0	19	0	0	0	0
Background Conditions	27	922	185	149	22	338	169	551	23	20	4	11
Proposed Project Trips												
Project Trips	0	13	0	0	0	5	9	21	0	0	0	0
Project Conditions	27	935	185	149	22	343	178	572	23	20	4	11

Intersection Number: 34
Traffix Node Number: 3354
Intersection Name: Snell Avenue & Branham Lane
Peak Hour: PM
Count Date: 11/18/08
Scenario: 0
(SJ) Growth Factor: 0.003
(SJ) Number of Months: 0.0

Date of Analysis: 05/12/09
Future Growth % Per Year: 0.012
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	145	750	244	161	316	155	158	449	310	321	397	109
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	145	750	244	161	316	155	158	449	310	321	397	109
Proposed Project Trips												
Project Trips	0	18	0	0	0	9	15	29	49	31	0	0
Project Conditions	145	768	244	161	316	164	173	478	359	352	397	109

Intersection Number: 35
Traffix Node Number: 3404
Intersection Name: Snell Avenue & Chynoweth Avenue
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 11/06/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	118	879	224	129	41	232	281	782	13	10	27	54
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	118	879	224	129	41	232	281	782	13	10	27	54
Proposed Project Trips												
Project Trips	0	66	24	15	0	0	0	41	0	0	0	0
Project Conditions	118	945	248	144	41	232	281	823	13	10	27	54

Intersection Number: 36
Traffix Node Number: 3272
Intersection Name: Snell Avenue & Avenida Del Roble
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 11/06/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	15	1033	98	61	15	63	117	1023	44	15	20	6
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	15	1033	98	61	15	63	117	1023	44	15	20	6
Proposed Project Trips												
Project Trips	0	66	0	0	0	0	0	41	0	0	0	0
Project Conditions	15	1099	98	61	15	63	117	1064	44	15	20	6

Intersection Number: 37
Traffix Node Number: 3556
Intersection Name: Snell Avenue & Gluffrida Avenue
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 11/06/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	44	1003	85	30	6	42	12	996	138	44	4	72
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	44	1003	85	30	6	42	12	996	138	44	4	72
Proposed Project Trips												
Project Trips	0	66	0	0	0	0	0	41	0	0	0	0
Project Conditions	44	1069	85	30	6	42	12	1037	138	44	4	72

Intersection Number: 38
Traffix Node Number: 3401
Intersection Name: Lean Drive & Chynoweth Avenue
Peak Hour: PM
Date of Analysis: 05/12/09
Count Date: 03/19/08
Scenario: 0
(SJ) Growth Factor: 0.003
Future Growth % Per Year: 0.012
(SJ) Number of Months: 0.0
Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	24	48	34	28	230	100	84	68	101	113	263	31
Approved Project Trips												
ATI	0	0	0	0	3	0	0	0	0	0	16	0
Background Conditions	24	48	34	28	233	100	84	68	101	113	279	31
Proposed Project Trips												
Project Trips	0	0	0	0	10	0	0	0	2	4	16	0
Project Conditions	24	48	34	28	243	100	84	68	103	117	295	31

Intersection Number:	39		
Traffix Node Number:	102		
Intersection Name:	Snell Avenue	& Project Driveway	
Peak Hour:	PM		Date of Analysis: 05/12/09
Count Date:	#N/A		
Scenario:	0		
(SJ) Growth Factor:	0.003		Future Growth % Per Year: 0.012
(SJ) Number of Months:	0.0		Number of Years to Buildout: 2

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Conditions	0	1226	0	0	0	0	0	917	0	0	0	0
Approved Project Trips												
ATI	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	1226	0	0	0	0	0	917	0	0	0	0
Proposed Project Trips												
Project Trips	58	0	0	0	0	0	0	0	56	89	0	93
Project Conditions	58	1226	0	0	0	0	0	917	56	89	0	93

Appendix C

Level of Service Calculations

Martial Cottle Park

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM				Background AM				Project AM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#3004	85/BLOSSOM HILL (E)	C	32.5	0.605	37.3	C	32.5	0.605	37.3	C	33.6	0.607	+ 0.002	38.6	+ 1.3	?	xx.x	x.xxx	xx.x
#3005	85/BLOSSOM HILL (W)	E	58.9	0.909	72.6	E	58.9	0.909	72.6	E	60.8	0.924	+ 0.015	75.3	+ 2.7	?	xx.x	x.xxx	xx.x
#3078	BLOSSOM HILL/MONTEREY (N)	C	26.5	0.617	25.8	E	69.3	1.152	101.8	E	71.1	1.158	+ 0.007	104.7	+ 2.9	?	xx.x	x.xxx	xx.x
#3079	BLOSSOM HILL/MONTEREY (S)	C	24.3	0.469	30.5	C	23.3	0.850	19.2	C	23.4	0.850	+ 0.000	19.2	+ 0.0	?	xx.x	x.xxx	xx.x
#3080	BLOSSOM HILL/SANTA TERESA	C	34.8	0.423	37.1	C	34.8	0.424	37.1	C	34.8	0.427	+ 0.003	37.0	- 0.1	?	xx.x	x.xxx	xx.x
#3081	BLOSSOM HILL/SNELL	D	41.0	0.590	44.2	D	42.9	0.649	46.0	D	42.9	0.655	+ 0.006	45.8	- 0.2	?	xx.x	x.xxx	xx.x
#3082	BRANHAM/MONTEREY	D	47.1	0.739	48.9	D	47.5	0.828	49.8	D	47.5	0.829	+ 0.000	49.8	+ 0.0	?	xx.x	x.xxx	xx.x
#3091	CAPITOL/MONTEREY (N)	C	24.7	0.760	27.9	C	25.7	0.796	29.4	C	26.0	0.798	+ 0.003	29.7	+ 0.3	?	xx.x	x.xxx	xx.x
#3092	CAPITOL/MONTEREY (S)	C	32.0	0.854	38.0	C	33.5	0.896	41.7	C	33.5	0.896	+ 0.001	41.7	+ 0.1	?	xx.x	x.xxx	xx.x
#3109	MONTEREY/SENTER	C	28.6	0.768	30.7	C	29.1	0.802	33.2	C	29.2	0.804	+ 0.002	33.5	+ 0.2	?	xx.x	x.xxx	xx.x
#3110	MONTEREY/SKYWAY	D	47.7	0.882	53.8	D	49.4	0.946	62.2	D	49.3	0.947	+ 0.000	62.3	+ 0.1	?	xx.x	x.xxx	xx.x
#3208	87/NARVAEZ	B	12.7	0.419	15.9	B	14.0	0.463	17.9	B	14.0	0.464	+ 0.001	17.9	- 0.0	?	xx.x	x.xxx	xx.x
#3272	AVENIDA DEL ROBLE/SNELL	B	19.2	0.427	18.9	B	19.2	0.427	18.9	B	18.6	0.456	+ 0.029	18.0	- 0.9	?	xx.x	x.xxx	xx.x
#3300	BESWICK/BLOSSOM HILL	C	22.5	0.443	27.2	C	26.6	0.704	32.0	C	26.5	0.704	+ 0.000	32.0	- 0.0	?	xx.x	x.xxx	xx.x
#3314	BLOSSOM HILL/CAHALAN	C	27.8	0.229	23.1	C	27.8	0.229	23.1	C	28.2	0.230	+ 0.001	23.4	+ 0.3	?	xx.x	x.xxx	xx.x
#3316	BLOSSOM HILL/CHESBRO	C	24.0	0.199	17.5	C	24.0	0.199	17.5	C	23.9	0.199	+ 0.001	17.4	- 0.0	?	xx.x	x.xxx	xx.x
#3318	BLOSSOM HILL/EAGLES	C	20.6	0.343	27.3	B	19.8	0.436	25.3	B	19.8	0.437	+ 0.000	25.3	- 0.0	?	xx.x	x.xxx	xx.x
#3322	BLOSSOM HILL/JUDITH	B	19.0	0.363	17.9	B	16.3	0.405	13.9	B	16.3	0.405	+ 0.000	13.9	- 0.0	?	xx.x	x.xxx	xx.x
#3324	BLOSSOM HILL/LEAN	C	25.5	0.465	25.4	C	24.3	0.556	25.7	C	24.3	0.556	+ 0.000	25.7	- 0.0	?	xx.x	x.xxx	xx.x
#3328	BLOSSOM HILL/PLAYA DEL REY	C	22.0	0.291	19.0	C	22.0	0.291	19.0	C	22.0	0.291	+ 0.000	18.9	- 0.0	?	xx.x	x.xxx	xx.x
#3330	BLOSSOM HILL/POUGHKEEPSIE	B	13.2	0.287	20.7	C	34.5	0.907	44.5	C	34.5	0.907	+ 0.000	44.6	+ 0.0	?	xx.x	x.xxx	xx.x
#3351	BRANHAM/NARVAEZ	B	19.7	0.335	19.8	B	19.7	0.335	19.8	B	19.7	0.336	+ 0.000	19.8	- 0.0	?	xx.x	x.xxx	xx.x
#3355	BRANHAM/VISTAPARK	C	21.9	0.456	22.1	C	21.9	0.456	22.1	C	23.3	0.498	+ 0.042	24.0	+ 1.9	?	xx.x	x.xxx	xx.x
#3401	CHYNOWETH/LEAN	D	35.5	0.325	36.4	D	35.5	0.326	36.4	D	35.5	0.330	+ 0.005	36.4	+ 0.0	?	xx.x	x.xxx	xx.x
#3402	CHYNOWETH/MONTEREY	D	46.0	0.615	45.6	D	52.8	0.963	66.2	D	54.8	0.977	+ 0.014	69.9	+ 3.7	?	xx.x	x.xxx	xx.x
#3462	EDENVIEW/MONTEREY	B	19.8	0.476	18.6	B	14.7	0.780	16.5	B	14.8	0.782	+ 0.002	16.7	+ 0.2	?	xx.x	x.xxx	xx.x

Martial Cottle Park

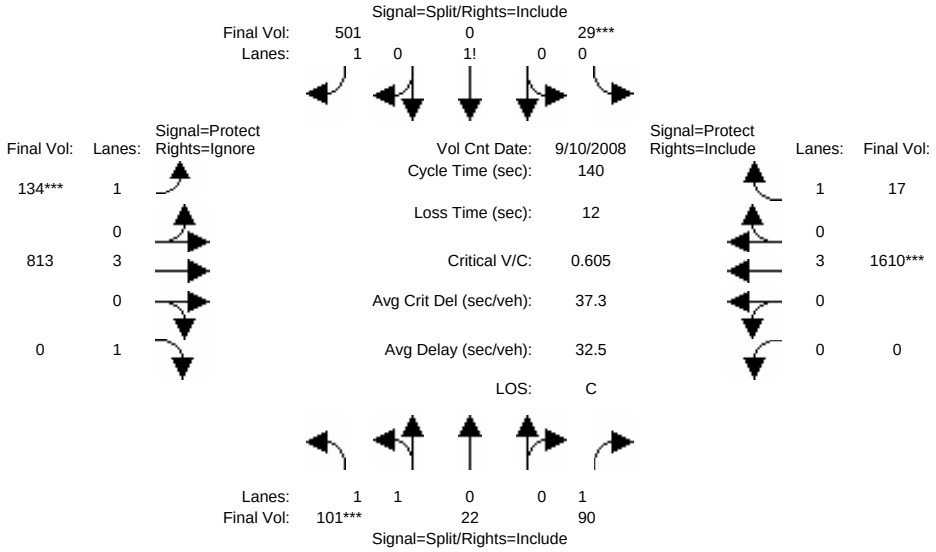
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM				Background AM				Project AM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#3556	GIUFFRIDA/SNELL	B	11.4	0.382	11.7	B	11.4	0.382	11.7	B	11.1	0.386	+ 0.003	11.7	- 0.1	?	xx.x	x.xxx	xx.x
#3558	GOLD RUN/SNELL	C	27.3	0.513	26.7	C	27.3	0.513	26.7	C	27.3	0.514	+ 0.001	26.7	- 0.0	?	xx.x	x.xxx	xx.x
#3759	ROSENBAUM/SNELL	B	19.6	0.265	14.0	B	19.6	0.265	14.0	B	19.9	0.269	+ 0.004	14.4	+ 0.4	?	xx.x	x.xxx	xx.x
#3807	SKYWAY/SNELL	C	28.9	0.436	34.4	C	28.8	0.439	30.0	C	28.6	0.444	+ 0.005	30.1	+ 0.1	?	xx.x	x.xxx	xx.x
#5708	CAPITOL/COPPERFIELD	B	11.3	0.468	11.7	B	11.2	0.468	11.7	B	11.1	0.469	+ 0.001	11.7	- 0.0	?	xx.x	x.xxx	xx.x
#5711	CAPITOL/NARVAEZ	D	37.0	0.690	42.7	D	39.4	0.734	45.8	D	39.3	0.735	+ 0.001	45.8	- 0.0	?	xx.x	x.xxx	xx.x
#5712	CAPITOL/VISTAPARK	C	24.8	0.491	22.4	C	25.5	0.499	23.4	C	25.3	0.499	+ 0.000	23.4	+ 0.0	?	xx.x	x.xxx	xx.x
#5713	87/CAPITOL	C	33.0	0.711	24.4	C	33.3	0.715	24.4	C	33.5	0.716	+ 0.001	24.4	- 0.0	?	xx.x	x.xxx	xx.x
#5715	CAPITOL/SNELL	E	59.7	0.989	76.5	E	62.0	1.003	80.6	E	61.5	0.997	- 0.006	78.7	- 1.9	?	xx.x	x.xxx	xx.x
#55	BRANHAM/SAFEWAY	B	14.3	0.651	19.3	B	14.3	0.651	19.3	B	14.3	0.656	+ 0.005	19.8	+ 0.6	?	xx.x	x.xxx	xx.x
#3354	BRANHAM/SNELL	C	31.6	0.557	36.9	C	31.6	0.557	36.9	C	31.7	0.586	+ 0.028	37.7	+ 0.8	?	xx.x	x.xxx	xx.x
#3404	CHYNOWETH/SNELL	C	30.2	0.579	30.0	C	30.2	0.579	30.0	C	30.6	0.611	+ 0.032	30.2	+ 0.2	?	xx.x	x.xxx	xx.x

Martial Cottle Park

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

Intersection #3004: 85/BLOSSOM HILL (E)



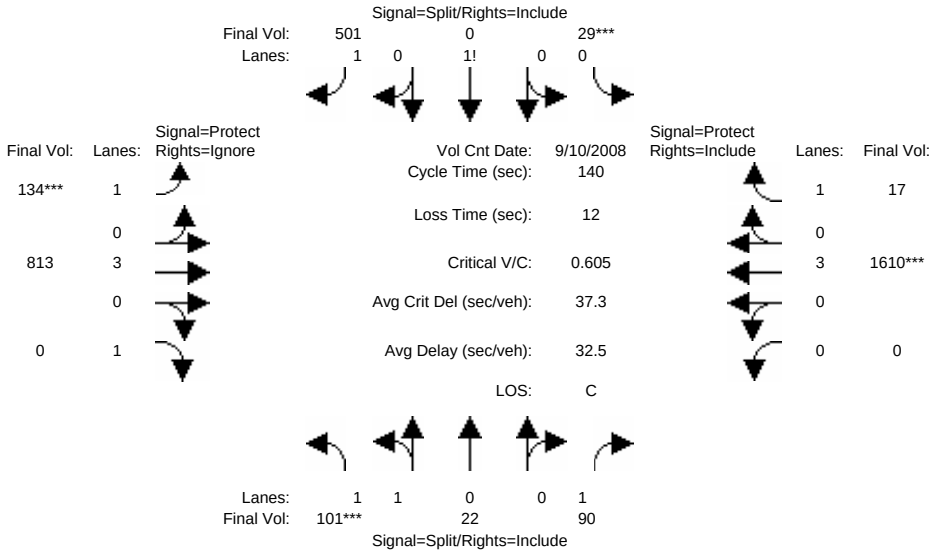
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 10 Sep 2008 <<												
Base Vol:	101	22	90	29	0	501	134	813	856	0	1610	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	22	90	29	0	501	134	813	856	0	1610	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	22	90	29	0	501	134	813	856	0	1610	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	101	22	90	29	0	501	134	813	0	0	1610	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	22	90	29	0	501	134	813	0	0	1610	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	101	22	90	29	0	501	134	813	0	0	1610	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.65	0.35	1.00	0.10	0.00	1.90	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2915	635	1750	182	0	3318	1750	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.16	0.00	0.15	0.08	0.14	0.00	0.00	0.28	0.01
Crit Moves:	****			****			****				****	
Green Time:	11.9	11.9	11.9	35.7	0.0	35.7	17.1	80.4	0.0	0.0	63.2	63.2
Volume/Cap:	0.41	0.41	0.61	0.63	0.00	0.59	0.63	0.25	0.00	0.00	0.63	0.02
Delay/Veh:	61.6	61.6	68.7	47.7	0.0	46.8	64.1	14.9	0.0	0.0	29.8	21.3
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:	61.6	61.6	68.7	47.7	0.0	46.8	64.1	14.9	0.0	0.0	29.8	21.3
LOS by Move:	E	E	E	D	A	D	E	B	A	A	C	C
HCM2kAvgQ:	3	3	5	12	0	11	6	6	0	0	17	0

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

Martial Cottle Park

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

Intersection #3004: 85/BLOSSOM HILL (E)



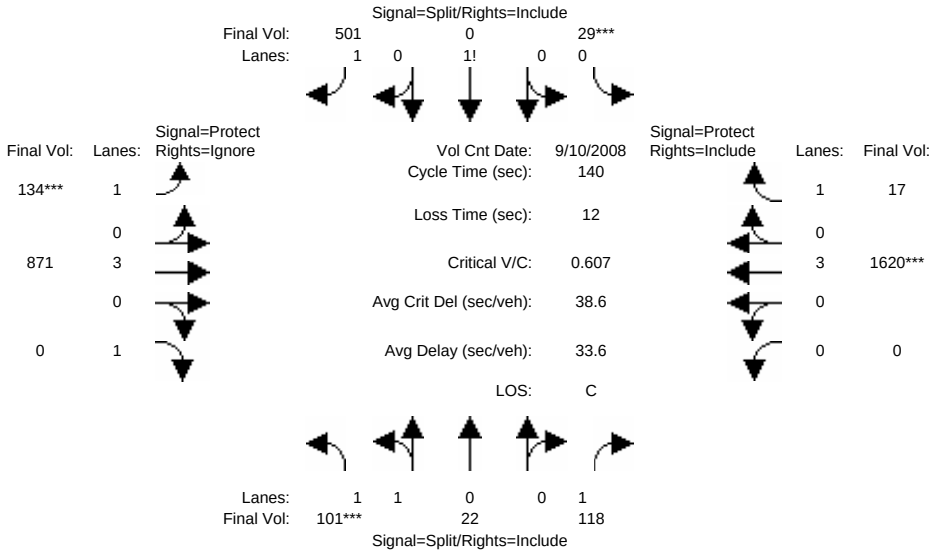
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 10 Sep 2008 <<												
Base Vol:	101	22	90	29	0	501	134	813	856	0	1610	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	22	90	29	0	501	134	813	856	0	1610	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	22	90	29	0	501	134	813	856	0	1610	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	101	22	90	29	0	501	134	813	0	0	1610	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	22	90	29	0	501	134	813	0	0	1610	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	101	22	90	29	0	501	134	813	0	0	1610	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.65	0.35	1.00	0.10	0.00	1.90	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2915	635	1750	182	0	3318	1750	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.16	0.00	0.15	0.08	0.14	0.00	0.00	0.28	0.01
Crit Moves:	****			****			****				****	
Green Time:	11.9	11.9	11.9	35.7	0.0	35.7	17.1	80.4	0.0	0.0	63.2	63.2
Volume/Cap:	0.41	0.41	0.61	0.63	0.00	0.59	0.63	0.25	0.00	0.00	0.63	0.02
Delay/Veh:	61.6	61.6	68.7	47.7	0.0	46.8	64.1	14.9	0.0	0.0	29.8	21.3
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:	61.6	61.6	68.7	47.7	0.0	46.8	64.1	14.9	0.0	0.0	29.8	21.3
LOS by Move:	E	E	E	D	A	D	E	B	A	A	C	C
HCM2kAvgQ:	3	3	5	12	0	11	6	6	0	0	17	0

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

Martial Cottle Park

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

Intersection #3004: 85/BLOSSOM HILL (E)



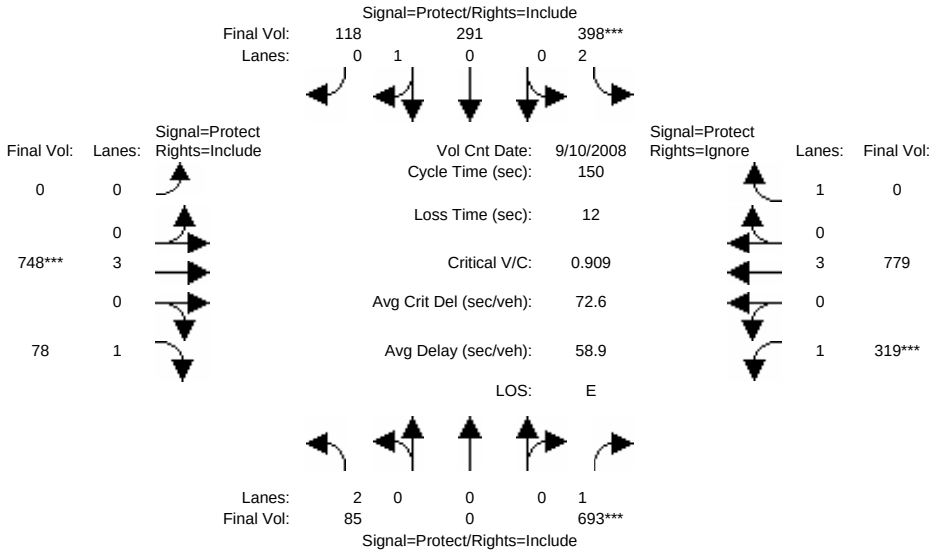
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 10 Sep 2008 <<												
Base Vol:	101	22	90	29	0	501	134	813	856	0	1610	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	22	90	29	0	501	134	813	856	0	1610	17
Added Vol:	0	0	28	0	0	0	0	58	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	22	118	29	0	501	134	871	856	0	1620	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	101	22	118	29	0	501	134	871	0	0	1620	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	22	118	29	0	501	134	871	0	0	1620	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	101	22	118	29	0	501	134	871	0	0	1620	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.65	0.35	1.00	0.10	0.00	1.90	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2915	635	1750	182	0	3318	1750	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.07	0.16	0.00	0.15	0.08	0.15	0.00	0.00	0.28	0.01
Crit Moves:	****			****			****				****	
Green Time:	15.5	15.5	15.5	34.5	0.0	34.5	16.5	77.9	0.0	0.0	61.4	61.4
Volume/Cap:	0.31	0.31	0.61	0.65	0.00	0.61	0.65	0.27	0.00	0.00	0.65	0.02
Delay/Veh:	57.8	57.8	64.8	49.1	0.0	48.1	66.0	16.3	0.0	0.0	31.4	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	57.8	64.8	49.1	0.0	48.1	66.0	16.3	0.0	0.0	31.4	22.3
LOS by Move:	E	E	E	D	A	D	E	B	A	A	C	C
HCM2kAvgQ:	3	3	6	12	0	11	6	6	0	0	17	0

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

Martial Cottle Park

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

Intersection #3005: 85/BLOSSOM HILL (W)



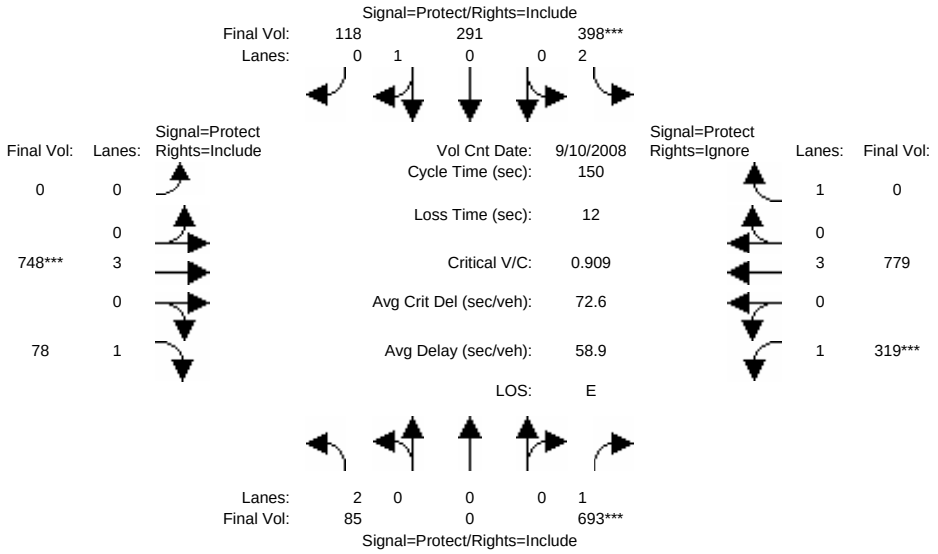
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	10	10		0	10	10		7	10	10	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Volume Module: >> Count Date: 10 Sep 2008 <<																
Base Vol:	85	0	693		398	291	118		0	748	78		319	779	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	85	0	693		398	291	118		0	748	78		319	779	122	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	85	0	693		398	291	118		0	748	78		319	779	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	85	0	693		398	291	118		0	748	78		319	779	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	0	693		398	291	118		0	748	78		319	779	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	85	0	693		398	291	118		0	748	78		319	779	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	0.95	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	0.00	1.00		2.00	0.71	0.29		0.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3150	0	1750		3150	1281	519		0	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.40		0.13	0.23	0.23		0.00	0.13	0.04		0.18	0.14	0.00	
Crit Moves:			****		****					****			****			
Green Time:	14.7	0.0	65.4		20.9	71.5	71.5		0.0	21.7	21.7		30.1	51.8	0.0	
Volume/Cap:	0.28	0.00	0.91		0.91	0.48	0.48		0.00	0.91	0.31		0.91	0.40	0.00	
Delay/Veh:	63.2	0.0	54.3		86.2	27.0	27.0		0.0	77.1	58.2		85.1	37.4	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:	63.2	0.0	54.3		86.2	27.0	27.0		0.0	77.1	58.2		85.1	37.4	0.0	
LOS by Move:	E	A	D		F	C	C		A	E	E		F	D	A	
HCM2kAvgQ:	2	0	35		14	13	13		0	13	3		17	9	0	

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

Martial Cottle Park

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

Intersection #3005: 85/BLOSSOM HILL (W)



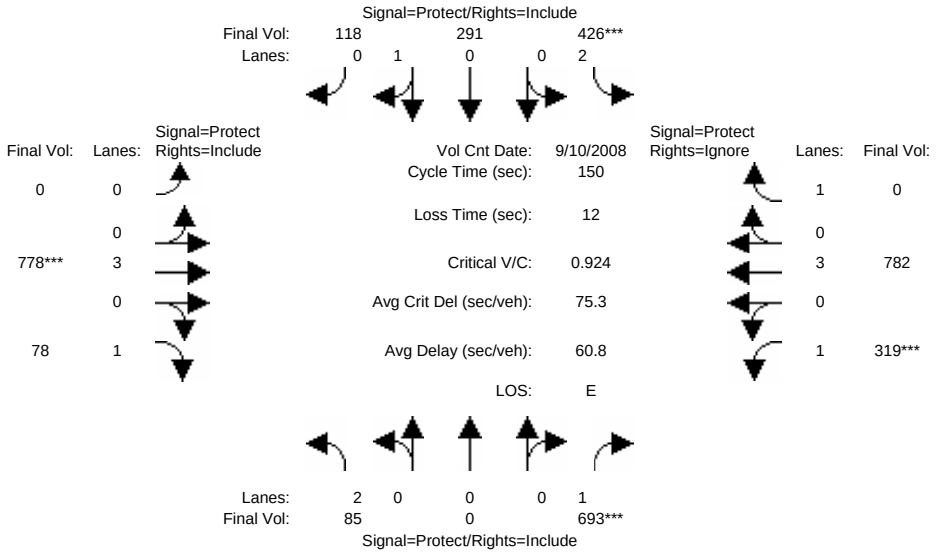
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	10	10		0	10	10		7	10	10	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Volume Module: >> Count Date: 10 Sep 2008 <<																
Base Vol:	85	0	693		398	291	118		0	748	78		319	779	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	85	0	693		398	291	118		0	748	78		319	779	122	
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:	85	0	693		398	291	118		0	748	78		319	779	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	85	0	693		398	291	118		0	748	78		319	779	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	0	693		398	291	118		0	748	78		319	779	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	85	0	693		398	291	118		0	748	78		319	779	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	0.95	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	0.00	1.00		2.00	0.71	0.29		0.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3150	0	1750		3150	1281	519		0	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.40		0.13	0.23	0.23		0.00	0.13	0.04		0.18	0.14	0.00	
Crit Moves:			****		****					****			****			
Green Time:	14.7	0.0	65.4		20.9	71.5	71.5		0.0	21.7	21.7		30.1	51.8	0.0	
Volume/Cap:	0.28	0.00	0.91		0.91	0.48	0.48		0.00	0.91	0.31		0.91	0.40	0.00	
Delay/Veh:	63.2	0.0	54.3		86.2	27.0	27.0		0.0	77.1	58.2		85.1	37.4	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:	63.2	0.0	54.3		86.2	27.0	27.0		0.0	77.1	58.2		85.1	37.4	0.0	
LOS by Move:	E	A	D		F	C	C		A	E	E		F	D	A	
HCM2kAvgQ:	2	0	35		14	13	13		0	13	3		17	9	0	

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

Martial Cottle Park

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

Intersection #3005: 85/BLOSSOM HILL (W)



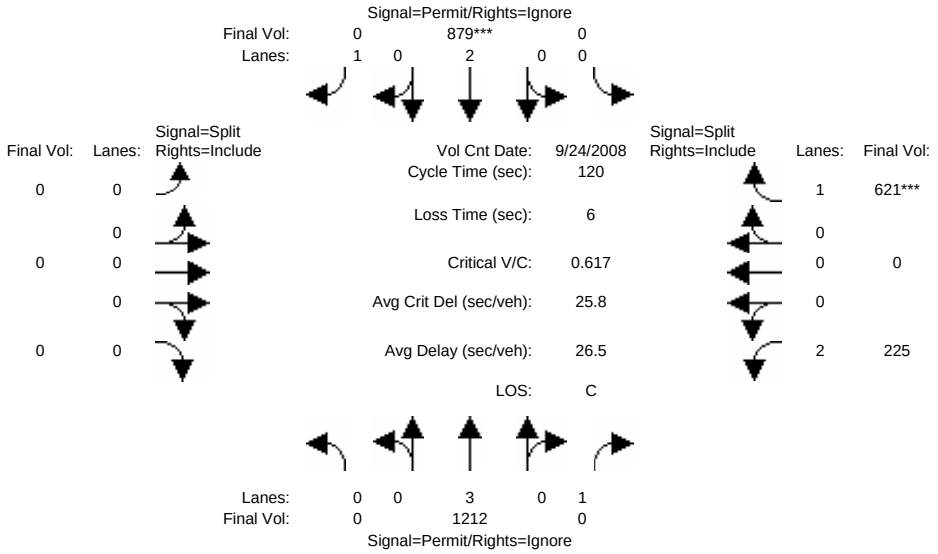
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	10	10		0	10	10		7	10	10	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Volume Module: >> Count Date: 10 Sep 2008 <<																
Base Vol:	85	0	693		398	291	118		0	748	78		319	779	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	85	0	693		398	291	118		0	748	78		319	779	122	
Added Vol:	0	0	0		28	0	0		0	30	0		0	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	85	0	693		426	291	118		0	778	78		319	782	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	85	0	693		426	291	118		0	778	78		319	782	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	0	693		426	291	118		0	778	78		319	782	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	85	0	693		426	291	118		0	778	78		319	782	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	0.95	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	0.00	1.00		2.00	0.71	0.29		0.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3150	0	1750		3150	1281	519		0	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.40		0.14	0.23	0.23		0.00	0.14	0.04		0.18	0.14	0.00	
Crit Moves:			****		****					****			****			
Green Time:	14.7	0.0	64.3		22.0	71.6	71.6		0.0	22.2	22.2		29.6	51.8	0.0	
Volume/Cap:	0.28	0.00	0.92		0.92	0.48	0.48		0.00	0.92	0.30		0.92	0.40	0.00	
Delay/Veh:	63.2	0.0	57.6		87.5	27.0	27.0		0.0	78.7	57.7		88.9	37.4	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:	63.2	0.0	57.6		87.5	27.0	27.0		0.0	78.7	57.7		88.9	37.4	0.0	
LOS by Move:	E	A	E		F	C	C		A	E	E		F	D	A	
HCM2kAvgQ:	2	0	36		15	13	13		0	13	3		17	9	0	

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

Martial Cottle Park

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

Intersection #3078: BLOSSOM HILL/MONTEREY (N)



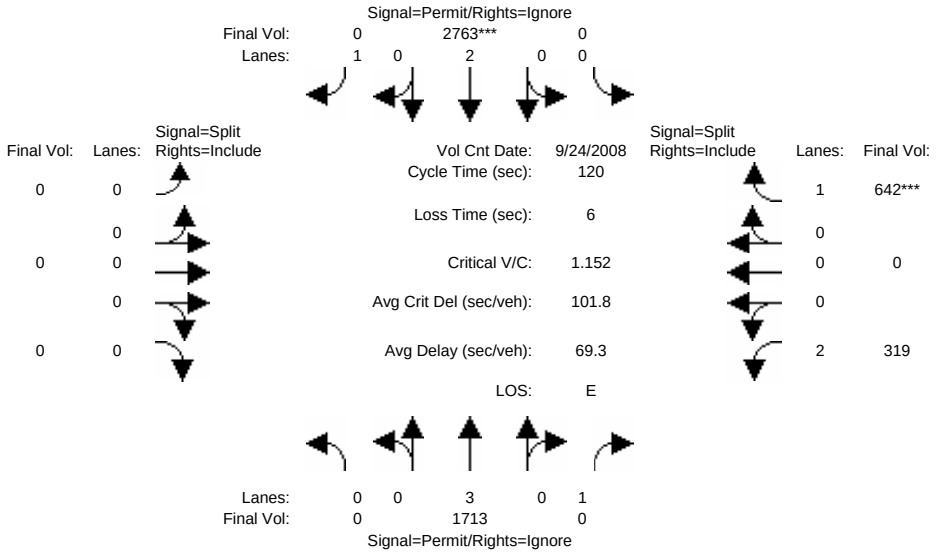
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 24 Sep 2008 <<												
Base Vol:	0	1212	367	0	879	335	0	0	0	225	0	621
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1212	367	0	879	335	0	0	0	225	0	621
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1212	367	0	879	335	0	0	0	225	0	621
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1212	0	0	879	0	0	0	0	225	0	621
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1212	0	0	879	0	0	0	0	225	0	621
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1212	0	0	879	0	0	0	0	225	0	621
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.07	0.00	0.35
Crit Moves:					****							****
Green Time:	0.0	45.0	0.0	0.0	45.0	0.0	0.0	0.0	0.0	69.0	0.0	69.0
Volume/Cap:	0.00	0.57	0.00	0.00	0.62	0.00	0.00	0.00	0.00	0.12	0.00	0.62
Delay/Veh:	0.0	30.1	0.0	0.0	31.3	0.0	0.0	0.0	0.0	11.7	0.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.1	0.0	0.0	31.3	0.0	0.0	0.0	0.0	11.7	0.0	18.0
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	11	0	0	13	0	0	0	0	2	0	16

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

Martial Cottle Park

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

Intersection #3078: BLOSSOM HILL/MONTEREY (N)



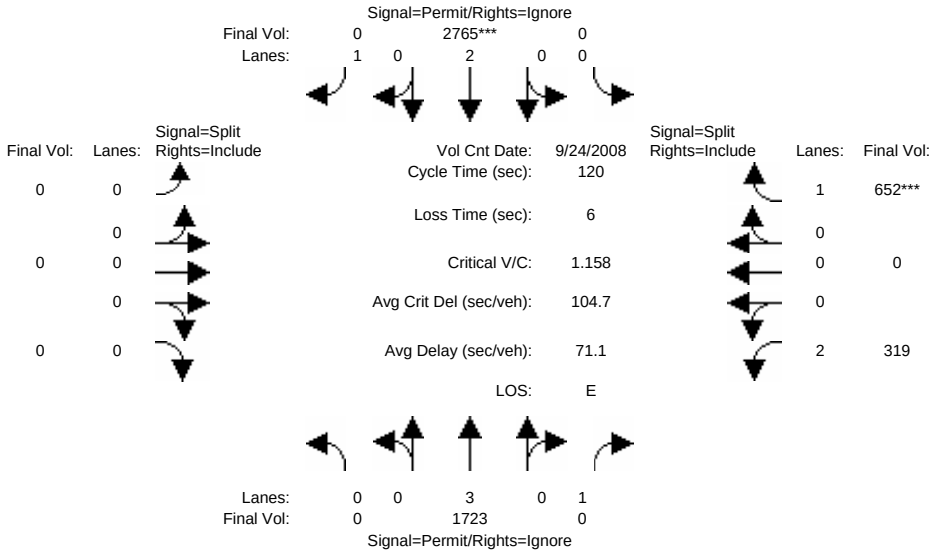
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 24 Sep 2008 <<												
Base Vol:	0	1212	367	0	879	335	0	0	0	225	0	621
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1212	367	0	879	335	0	0	0	225	0	621
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	501	46	0	1884	46	0	0	0	94	0	21
Initial Fut:	0	1713	413	0	2763	381	0	0	0	319	0	642
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1713	0	0	2763	0	0	0	0	319	0	642
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1713	0	0	2763	0	0	0	0	319	0	642
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1713	0	0	2763	0	0	0	0	319	0	642
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.10	0.00	0.37
Crit Moves:					****							****
Green Time:	0.0	75.8	0.0	0.0	75.8	0.0	0.0	0.0	0.0	38.2	0.0	38.2
Volume/Cap:	0.00	0.48	0.00	0.00	1.15	0.00	0.00	0.00	0.00	0.32	0.00	1.15
Delay/Veh:	0.0	11.8	0.0	0.0	95.6	0.0	0.0	0.0	0.0	31.2	0.0	128.2
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	11.8	0.0	0.0	95.6	0.0	0.0	0.0	0.0	31.2	0.0	128.2
LOS by Move:	A	B	A	A	F	A	A	A	A	C	A	F
HCM2kAvgQ:	0	11	0	0	70	0	0	0	0	5	0	38

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

Martial Cottle Park

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

Intersection #3078: BLOSSOM HILL/MONTEREY (N)



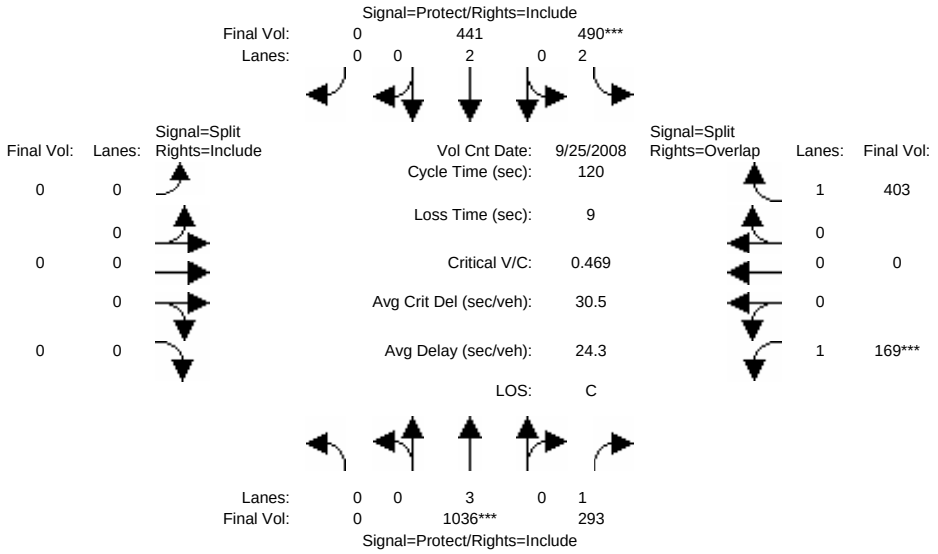
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 24 Sep 2008 <<												
Base Vol:	0	1212	367	0	879	335	0	0	0	225	0	621
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1212	367	0	879	335	0	0	0	225	0	621
Added Vol:	0	10	4	0	2	0	0	0	0	0	0	10
PasserByVol:	0	501	46	0	1884	46	0	0	0	94	0	21
Initial Fut:	0	1723	417	0	2765	381	0	0	0	319	0	652
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1723	0	0	2765	0	0	0	0	319	0	652
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1723	0	0	2765	0	0	0	0	319	0	652
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1723	0	0	2765	0	0	0	0	319	0	652
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.10	0.00	0.37
Crit Moves:					****							****
Green Time:	0.0	75.4	0.0	0.0	75.4	0.0	0.0	0.0	0.0	38.6	0.0	38.6
Volume/Cap:	0.00	0.48	0.00	0.00	1.16	0.00	0.00	0.00	0.00	0.31	0.00	1.16
Delay/Veh:	0.0	12.0	0.0	0.0	98.6	0.0	0.0	0.0	0.0	30.9	0.0	130.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.0	0.0	0.0	98.6	0.0	0.0	0.0	0.0	30.9	0.0	130.4
LOS by Move:	A	B	A	A	F	A	A	A	A	C	A	F
HCM2kAvgQ:	0	11	0	0	71	0	0	0	0	5	0	39

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

Martial Cottle Park

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

Intersection #3079: BLOSSOM HILL/MONTEREY (S)



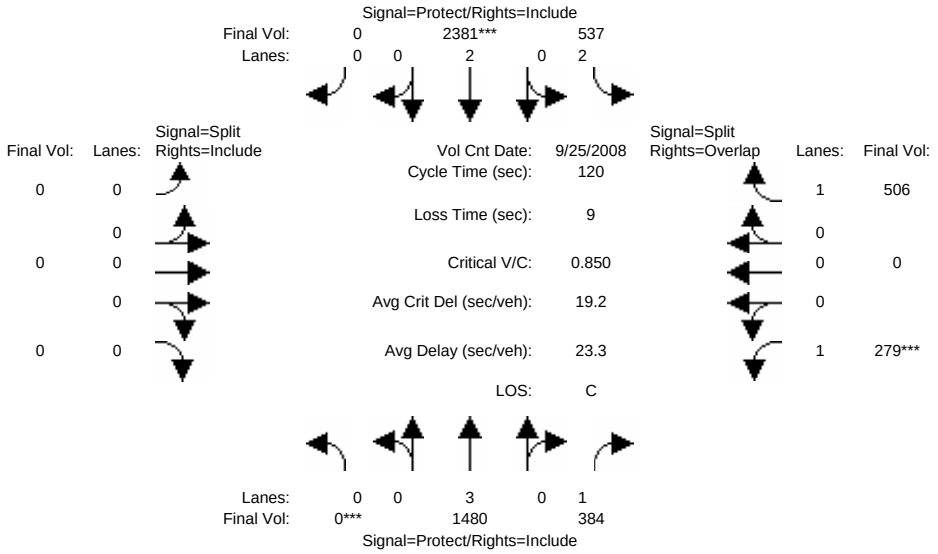
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 25 Sep 2008 <<												
Base Vol:	0	1036	293	490	441	0	0	0	0	169	0	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1036	293	490	441	0	0	0	0	169	0	403
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1036	293	490	441	0	0	0	0	169	0	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1036	293	490	441	0	0	0	0	169	0	403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1036	293	490	441	0	0	0	0	169	0	403
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1036	293	490	441	0	0	0	0	169	0	403
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.17	0.16	0.12	0.00	0.00	0.00	0.00	0.10	0.00	0.23
Crit Moves:		****		****						****		
Green Time:	0.0	46.5	46.5	39.8	86.3	0.0	0.0	0.0	0.0	24.7	0.0	64.5
Volume/Cap:	0.00	0.47	0.43	0.47	0.16	0.00	0.00	0.00	0.00	0.47	0.00	0.43
Delay/Veh:	0.0	27.7	27.5	32.1	5.4	0.0	0.0	0.0	0.0	42.8	0.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.7	27.5	32.1	5.4	0.0	0.0	0.0	0.0	42.8	0.0	17.0
LOS by Move:	A	C	C	C	A	A	A	A	A	D	A	B
HCM2kAvgQ:	0	9	9	8	2	0	0	0	0	6	0	9

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

Martial Cottle Park

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

Intersection #3079: BLOSSOM HILL/MONTEREY (S)



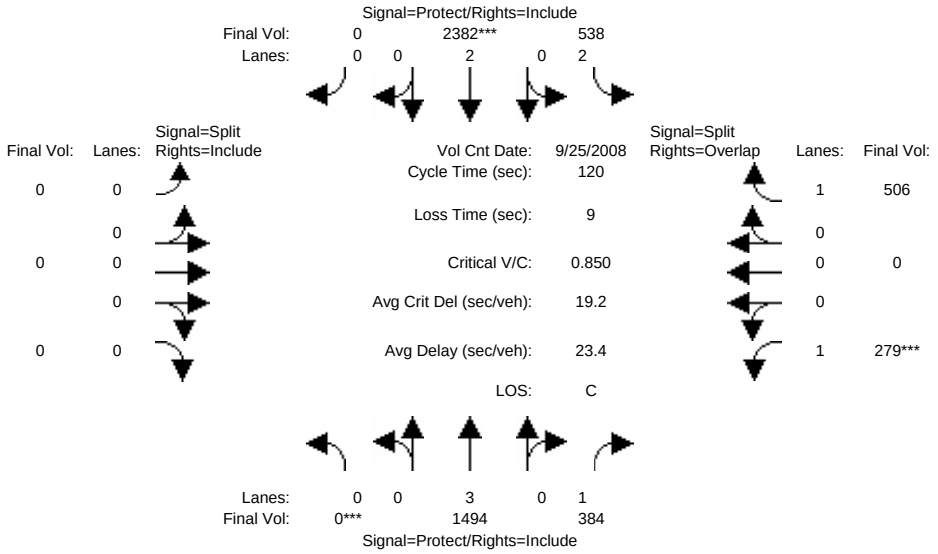
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 25 Sep 2008 <<												
Base Vol:	0	1036	293	490	441	0	0	0	0	169	0	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1036	293	490	441	0	0	0	0	169	0	403
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	444	91	47	1940	0	0	0	0	110	0	103
Initial Fut:	0	1480	384	537	2381	0	0	0	0	279	0	506
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1480	384	537	2381	0	0	0	0	279	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1480	384	537	2381	0	0	0	0	279	0	506
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1480	384	537	2381	0	0	0	0	279	0	506
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.22	0.17	0.63	0.00	0.00	0.00	0.00	0.16	0.00	0.29
Crit Moves:	****				****					****		
Green Time:	0.0	53.4	53.4	35.1	88.5	0.0	0.0	0.0	0.0	22.5	0.0	57.6
Volume/Cap:	0.00	0.58	0.49	0.58	0.85	0.00	0.00	0.00	0.00	0.85	0.00	0.60
Delay/Veh:	0.0	25.3	24.2	37.2	13.7	0.0	0.0	0.0	0.0	65.6	0.0	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.3	24.2	37.2	13.7	0.0	0.0	0.0	0.0	65.6	0.0	24.1
LOS by Move:	A	C	C	D	B	A	A	A	A	E	A	C
HCM2kAvgQ:	0	14	11	9	28	0	0	0	0	12	0	15

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

Martial Cottle Park

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

Intersection #3079: BLOSSOM HILL/MONTEREY (S)



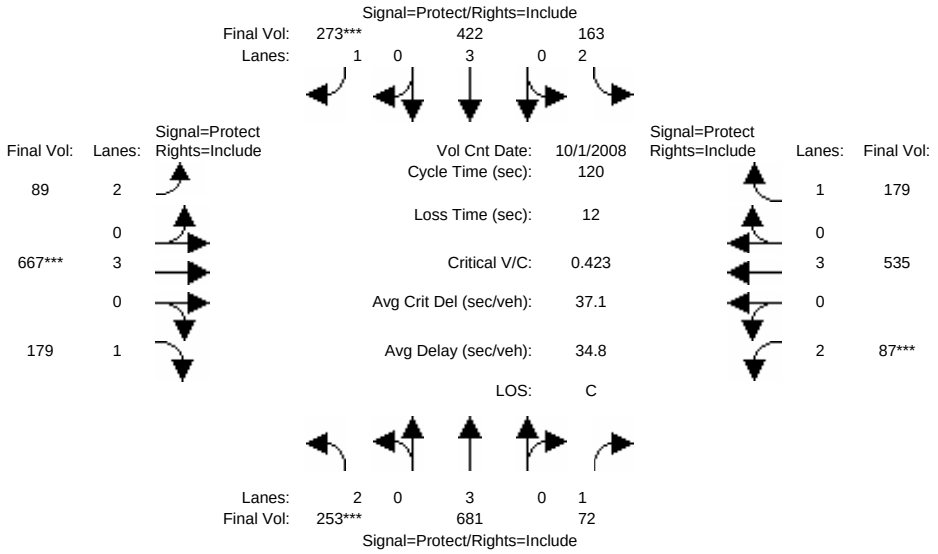
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 25 Sep 2008 <<												
Base Vol:	0	1036	293	490	441	0	0	0	0	169	0	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1036	293	490	441	0	0	0	0	169	0	403
Added Vol:	0	14	0	1	1	0	0	0	0	0	0	0
PasserByVol:	0	444	91	47	1940	0	0	0	0	110	0	103
Initial Fut:	0	1494	384	538	2382	0	0	0	0	279	0	506
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1494	384	538	2382	0	0	0	0	279	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1494	384	538	2382	0	0	0	0	279	0	506
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1494	384	538	2382	0	0	0	0	279	0	506
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.22	0.17	0.63	0.00	0.00	0.00	0.00	0.16	0.00	0.29
Crit Moves:	****				****					****		
Green Time:	0.0	53.6	53.6	34.9	88.5	0.0	0.0	0.0	0.0	22.5	0.0	57.4
Volume/Cap:	0.00	0.59	0.49	0.59	0.85	0.00	0.00	0.00	0.00	0.85	0.00	0.60
Delay/Veh:	0.0	25.3	24.0	37.4	13.7	0.0	0.0	0.0	0.0	65.6	0.0	24.2
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	25.3	24.0	37.4	13.7	0.0	0.0	0.0	0.0	65.6	0.0	24.2
LOS by Move:	A	C	C	D	B	A	A	A	A	E	A	C
HCM2kAvgQ:	0	14	11	9	28	0	0	0	0	12	0	15

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

Martial Cottle Park

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

Intersection #3080: BLOSSOM HILL/SANTA TERESA



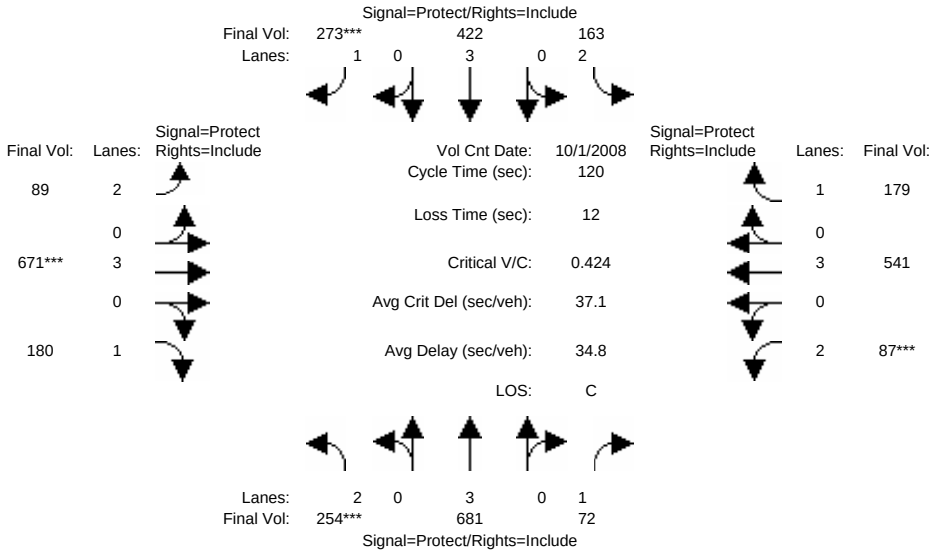
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	253	681	72	163	422	273	89	667	179	87	535	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	681	72	163	422	273	89	667	179	87	535	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	681	72	163	422	273	89	667	179	87	535	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	681	72	163	422	273	89	667	179	87	535	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	681	72	163	422	273	89	667	179	87	535	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	253	681	72	163	422	273	89	667	179	87	535	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.04	0.05	0.07	0.16	0.03	0.12	0.10	0.03	0.09	0.10
Crit Moves:	****					****		****		****		
Green Time:	22.8	45.0	45.0	22.0	44.2	44.2	14.9	33.2	33.2	7.8	26.1	26.1
Volume/Cap:	0.42	0.32	0.11	0.28	0.20	0.42	0.23	0.42	0.37	0.42	0.43	0.47
Delay/Veh:	43.3	26.7	24.5	42.5	25.9	28.8	47.7	35.8	35.5	55.3	40.8	41.8
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:	43.3	26.7	24.5	42.5	25.9	28.8	47.7	35.8	35.5	55.3	40.8	41.8
LOS by Move:	D	C	C	D	C	C	D	D	D	E	D	D
HCM2kAvgQ:	5	6	2	3	3	8	2	7	6	2	5	6

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

Martial Cottle Park

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

Intersection #3080: BLOSSOM HILL/SANTA TERESA



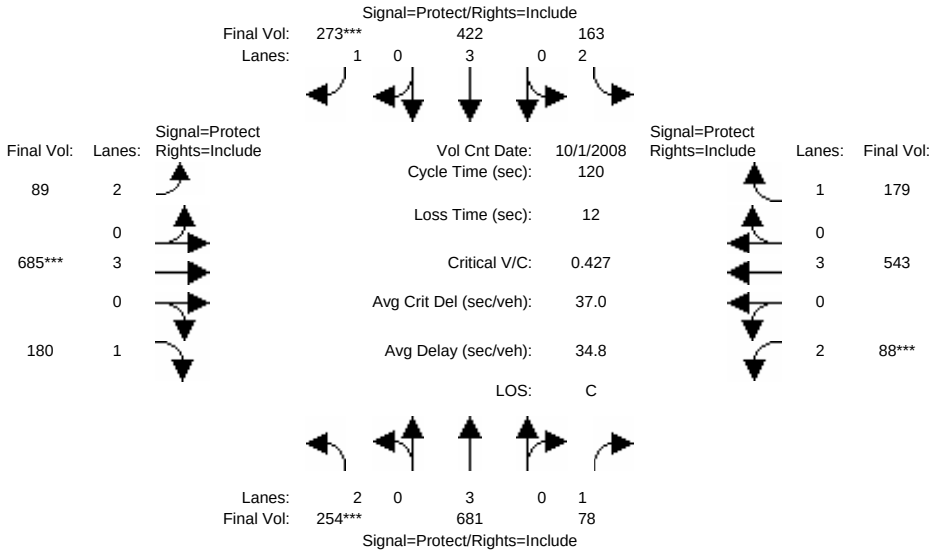
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	253	681	72	163	422	273	89	667	179	87	535	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	681	72	163	422	273	89	667	179	87	535	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	1	0	0	0	0	0	0	4	1	0	6	0
Initial Fut:	254	681	72	163	422	273	89	671	180	87	541	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	681	72	163	422	273	89	671	180	87	541	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	681	72	163	422	273	89	671	180	87	541	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	681	72	163	422	273	89	671	180	87	541	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.04	0.05	0.07	0.16	0.03	0.12	0.10	0.03	0.09	0.10
Crit Moves:	****					****		****		****		
Green Time:	22.8	45.0	45.0	22.0	44.1	44.1	14.9	33.3	33.3	7.8	26.2	26.2
Volume/Cap:	0.42	0.32	0.11	0.28	0.20	0.42	0.23	0.42	0.37	0.42	0.44	0.47
Delay/Veh:	43.3	26.7	24.5	42.5	26.0	28.9	47.6	35.7	35.4	55.4	40.8	41.8
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:	43.3	26.7	24.5	42.5	26.0	28.9	47.6	35.7	35.4	55.4	40.8	41.8
LOS by Move:	D	C	C	D	C	C	D	D	D	E	D	D
HCM2kAvgQ:	5	6	2	3	3	8	2	7	6	2	6	6

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

Martial Cottle Park

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

Intersection #3080: BLOSSOM HILL/SANTA TERESA



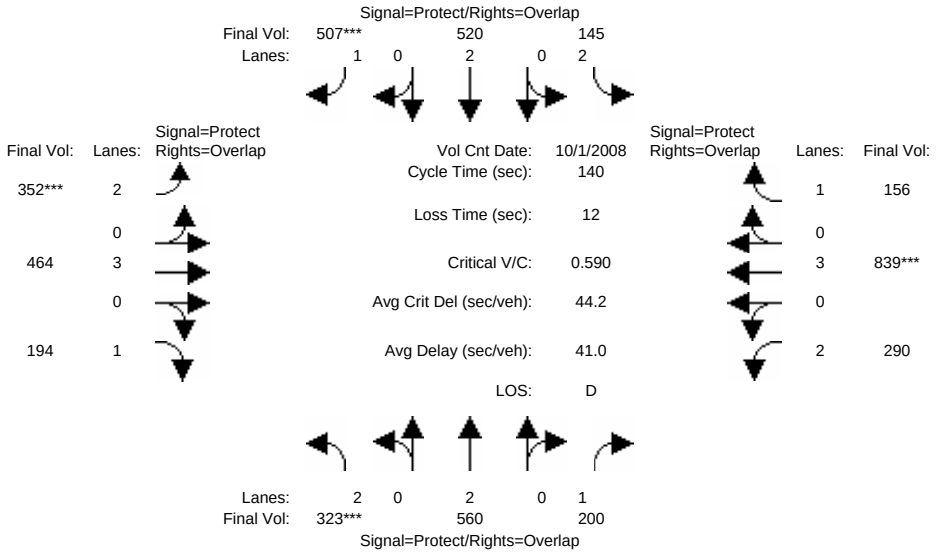
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	253	681	72	163	422	273	89	667	179	87	535	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	681	72	163	422	273	89	667	179	87	535	179
Added Vol:	0	0	6	0	0	0	0	14	0	1	2	0
PasserByVol:	1	0	0	0	0	0	0	4	1	0	6	0
Initial Fut:	254	681	78	163	422	273	89	685	180	88	543	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	681	78	163	422	273	89	685	180	88	543	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	681	78	163	422	273	89	685	180	88	543	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	681	78	163	422	273	89	685	180	88	543	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.04	0.05	0.07	0.16	0.03	0.12	0.10	0.03	0.10	0.10
Crit Moves:	****					****		****		****		
Green Time:	22.6	44.6	44.6	21.8	43.8	43.8	15.1	33.7	33.7	7.8	26.5	26.5
Volume/Cap:	0.43	0.32	0.12	0.28	0.20	0.43	0.22	0.43	0.37	0.43	0.43	0.46
Delay/Veh:	43.5	27.0	24.9	42.7	26.2	29.1	47.5	35.4	35.0	55.3	40.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	27.0	24.9	42.7	26.2	29.1	47.5	35.4	35.0	55.3	40.5	41.5
LOS by Move:	D	C	C	D	C	C	D	D	D	E	D	D
HCM2kAvgQ:	5	6	2	3	3	8	2	7	6	2	6	6

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

Martial Cottle Park

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

Intersection #3081: BLOSSOM HILL/SNELL



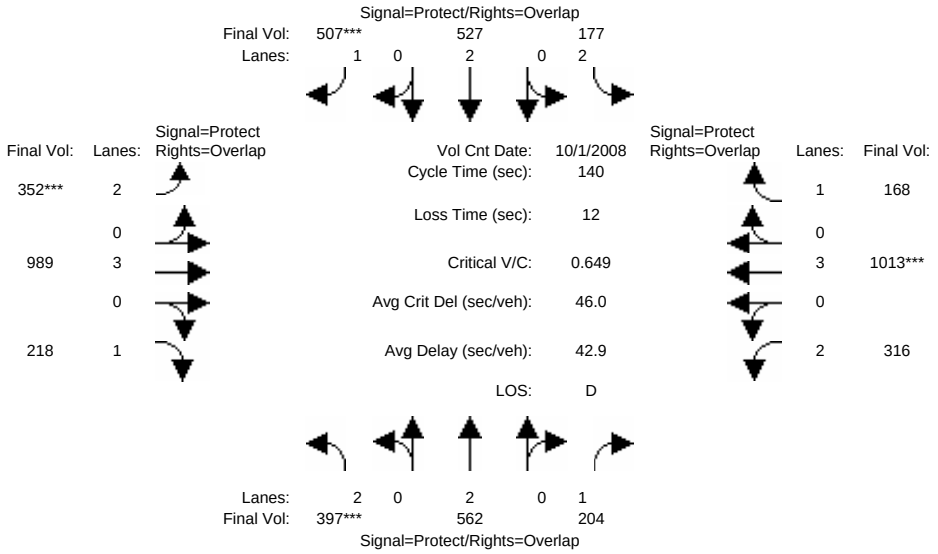
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	323	560	200	145	520	507	352	464	194	290	839	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	560	200	145	520	507	352	464	194	290	839	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	323	560	200	145	520	507	352	464	194	290	839	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	323	560	200	145	520	507	352	464	194	290	839	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	560	200	145	520	507	352	464	194	290	839	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	323	560	200	145	520	507	352	464	194	290	839	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.11	0.05	0.14	0.29	0.11	0.08	0.11	0.09	0.15	0.09
Crit Moves:	****					****	****				****	
Green Time:	24.3	49.7	82.3	16.9	42.2	68.7	26.5	28.8	53.2	32.6	34.9	51.8
Volume/Cap:	0.59	0.42	0.19	0.38	0.45	0.59	0.59	0.40	0.29	0.40	0.59	0.24
Delay/Veh:	54.9	34.4	13.5	57.4	39.8	26.6	53.3	48.3	30.5	45.7	46.9	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	34.4	13.5	57.4	39.8	26.6	53.3	48.3	30.5	45.7	46.9	30.7
LOS by Move:	D	C	B	E	D	C	D	D	C	D	D	C
HCM2kAvgQ:	8	9	4	3	9	16	8	6	6	6	10	5

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

Martial Cottle Park

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

Intersection #3081: BLOSSOM HILL/SNELL



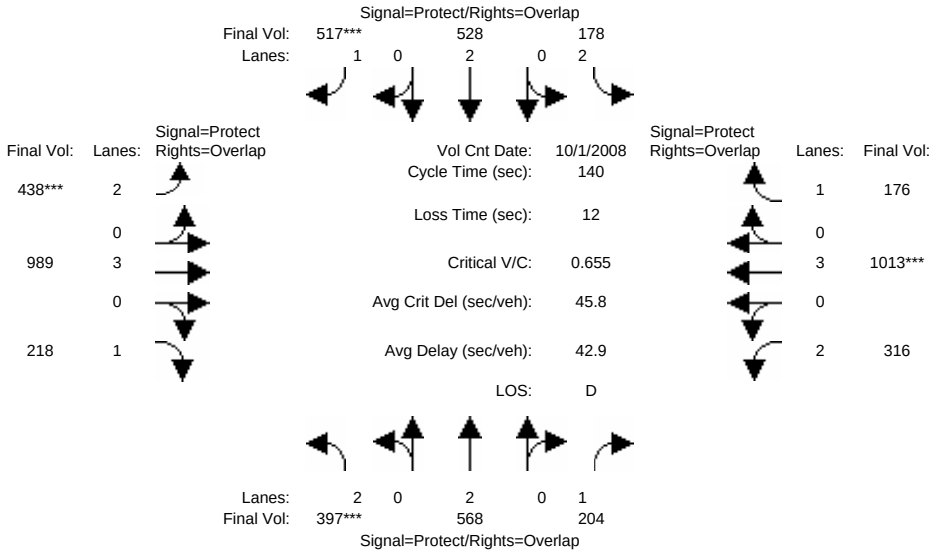
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	323	560	200	145	520	507	352	464	194	290	839	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	560	200	145	520	507	352	464	194	290	839	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	74	2	4	32	7	0	0	525	24	26	174	12
Initial Fut:	397	562	204	177	527	507	352	989	218	316	1013	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	562	204	177	527	507	352	989	218	316	1013	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	562	204	177	527	507	352	989	218	316	1013	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	397	562	204	177	527	507	352	989	218	316	1013	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.12	0.06	0.14	0.29	0.11	0.17	0.12	0.10	0.18	0.10
Crit Moves:	****					****	****				****	
Green Time:	27.2	47.5	70.4	18.1	38.4	62.5	24.1	39.6	66.7	22.9	38.3	56.4
Volume/Cap:	0.65	0.44	0.23	0.44	0.51	0.65	0.65	0.61	0.26	0.61	0.65	0.24
Delay/Veh:	54.5	36.1	19.7	57.0	43.2	32.1	56.8	44.3	22.1	56.7	45.9	27.8
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:	54.5	36.1	19.7	57.0	43.2	32.1	56.8	44.3	22.1	56.7	45.9	27.8
LOS by Move:	D	D	B	E	D	C	E	D	C	E	D	C
HCM2kAvgQ:	10	9	5	4	9	18	8	12	6	8	13	5

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

Martial Cottle Park

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

Intersection #3081: BLOSSOM HILL/SNELL



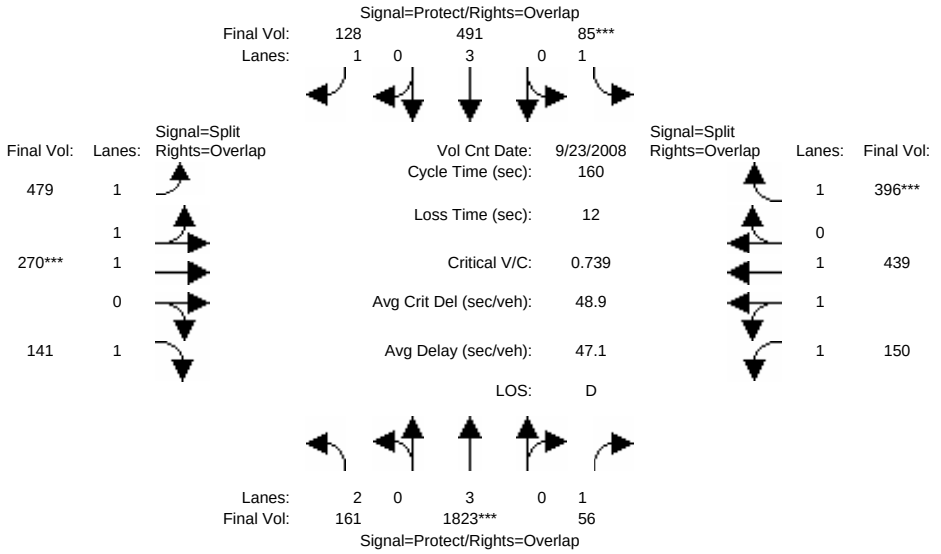
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	323	560	200	145	520	507	352	464	194	290	839	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	560	200	145	520	507	352	464	194	290	839	156
Added Vol:	0	6	0	1	1	10	86	0	0	0	0	8
PasserByVol:	74	2	4	32	7	0	0	525	24	26	174	12
Initial Fut:	397	568	204	178	528	517	438	989	218	316	1013	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	568	204	178	528	517	438	989	218	316	1013	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	568	204	178	528	517	438	989	218	316	1013	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:	397	568	204	178	528	517	438	989	218	316	1013	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.12	0.06	0.14	0.30	0.14	0.17	0.12	0.10	0.18	0.10
Crit Moves:	****					****	****				****	
Green Time:	26.9	43.8	68.6	16.6	33.4	63.1	29.7	42.9	69.8	24.8	38.0	54.5
Volume/Cap:	0.66	0.48	0.24	0.48	0.58	0.66	0.66	0.57	0.25	0.57	0.66	0.26
Delay/Veh:	54.9	39.2	20.8	58.7	48.1	32.0	52.8	41.2	20.3	54.1	46.2	29.2
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:	54.9	39.2	20.8	58.7	48.1	32.0	52.8	41.2	20.3	54.1	46.2	29.2
LOS by Move:	D	D	C	E	D	C	D	D	C	D	D	C
HCM2kAvgQ:	10	10	5	4	10	18	10	12	6	7	13	5

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

Martial Cottle Park

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

Intersection #3082: BRANHAM/MONTEREY



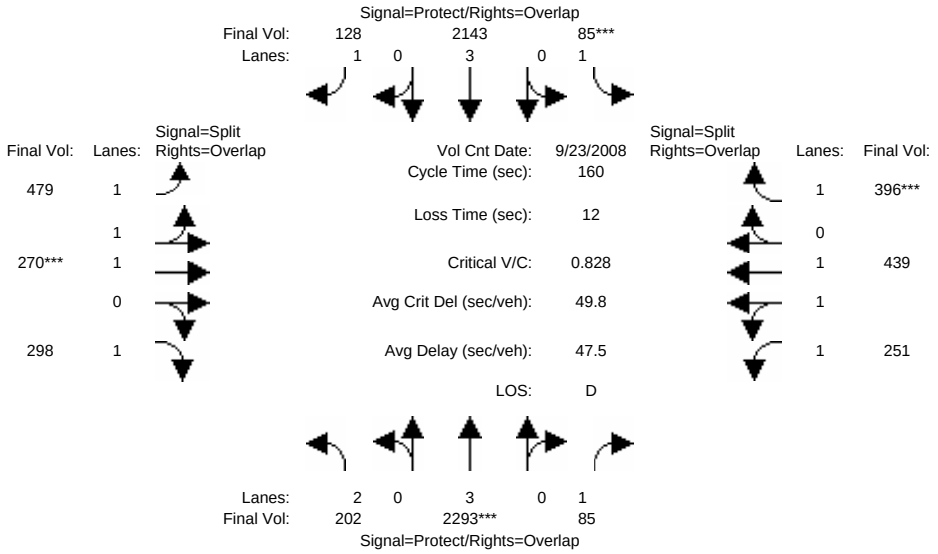
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 23 Sep 2008 <<												
Base Vol:	161	1823	56	85	491	128	479	270	141	150	439	396
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	1823	56	85	491	128	479	270	141	150	439	396
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1823	56	85	491	128	479	270	141	150	439	396
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1823	56	85	491	128	479	270	141	150	439	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1823	56	85	491	128	479	270	141	150	439	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	161	1823	56	85	491	128	479	270	141	150	439	396
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.96	1.04	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	3482	1963	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.03	0.05	0.09	0.07	0.14	0.14	0.08	0.09	0.12	0.23
Crit Moves:		****		****				****				****
Green Time:	29.7	69.2	107.7	10.5	50.1	79.8	29.8	29.8	59.5	38.5	38.5	49.0
Volume/Cap:	0.28	0.74	0.05	0.74	0.28	0.15	0.74	0.74	0.22	0.36	0.48	0.74
Delay/Veh:	56.2	39.1	8.8	95.6	41.4	21.7	64.4	64.4	34.5	50.6	52.5	55.2
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:	56.2	39.1	8.8	95.6	41.4	21.7	64.4	64.4	34.5	50.6	52.5	55.2
LOS by Move:	E	D	A	F	D	C	E	E	C	D	D	E
HCM2kAvgQ:	4	25	1	5	6	3	12	12	5	7	9	20

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

Martial Cottle Park

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

Intersection #3082: BRANHAM/MONTEREY



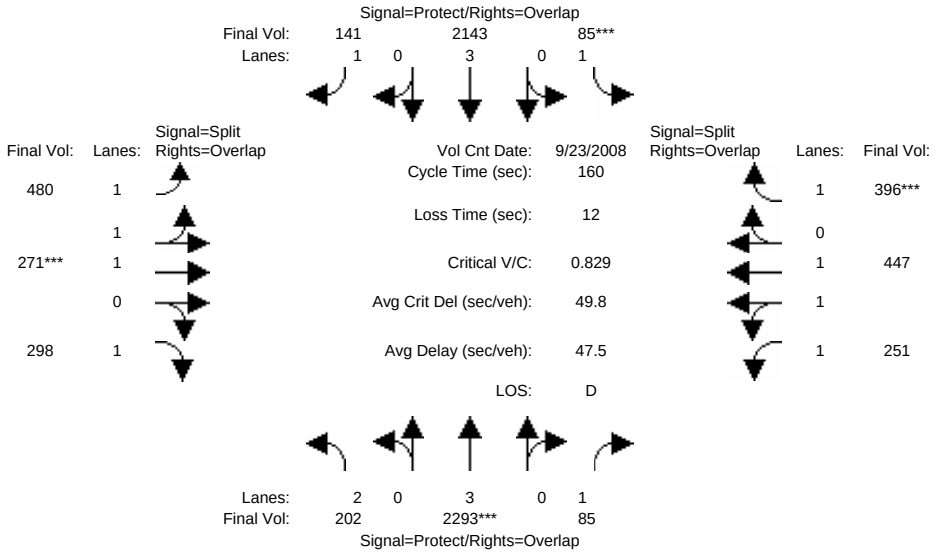
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 23 Sep 2008 <<												
Base Vol:	161	1823	56	85	491	128	479	270	141	150	439	396
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	1823	56	85	491	128	479	270	141	150	439	396
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	41	470	29	0	1652	0	0	0	157	101	0	0
Initial Fut:	202	2293	85	85	2143	128	479	270	298	251	439	396
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	2293	85	85	2143	128	479	270	298	251	439	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	2293	85	85	2143	128	479	270	298	251	439	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	202	2293	85	85	2143	128	479	270	298	251	439	396
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92	0.92	0.97	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.96	1.04	1.00	1.13	1.87	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	3482	1963	1750	1981	3465	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.05	0.05	0.38	0.07	0.14	0.14	0.17	0.13	0.13	0.23
Crit Moves:		****		****				****				****
Green Time:	12.7	77.7	112.0	9.4	74.4	101.0	26.6	26.6	39.3	34.3	34.3	43.7
Volume/Cap:	0.81	0.83	0.07	0.83	0.81	0.12	0.83	0.83	0.69	0.59	0.59	0.83
Delay/Veh:	90.0	37.6	7.6	114.8	38.6	11.8	70.9	70.9	59.8	57.3	57.3	66.1
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:	90.0	37.6	7.6	114.8	38.6	11.8	70.9	70.9	59.8	57.3	57.3	66.1
LOS by Move:	F	D	A	F	D	B	E	E	E	E	E	E
HCM2kAvgQ:	6	31	1	5	30	3	13	13	14	11	11	22

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

Martial Cottle Park

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

Intersection #3082: BRANHAM/MONTEREY



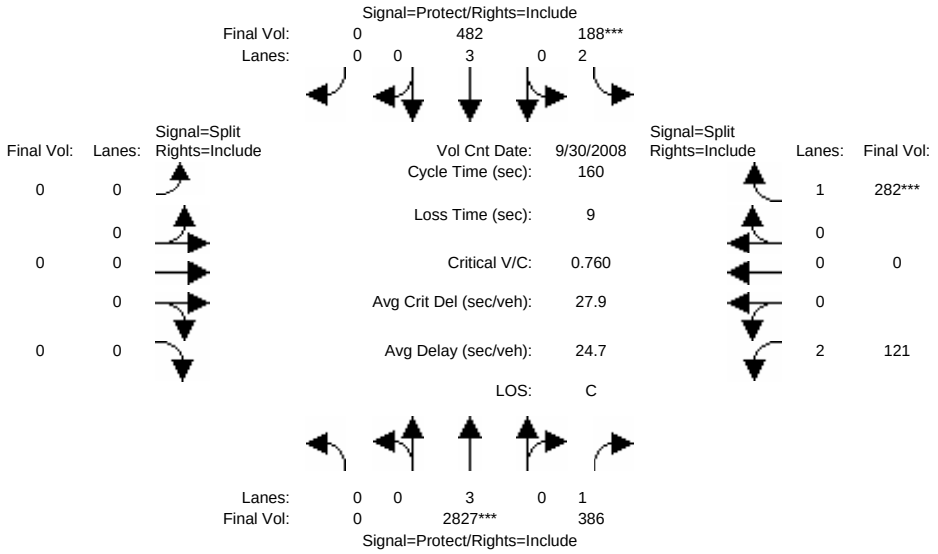
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 23 Sep 2008 <<												
Base Vol:	161	1823	56	85	491	128	479	270	141	150	439	396
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	1823	56	85	491	128	479	270	141	150	439	396
Added Vol:	0	0	0	0	0	13	1	1	0	0	8	0
PasserByVol:	41	470	29	0	1652	0	0	0	157	101	0	0
Initial Fut:	202	2293	85	85	2143	141	480	271	298	251	447	396
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	2293	85	85	2143	141	480	271	298	251	447	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	2293	85	85	2143	141	480	271	298	251	447	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	202	2293	85	85	2143	141	480	271	298	251	447	396
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92	0.92	0.97	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.96	1.04	1.00	1.12	1.88	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	3480	1965	1750	1958	3488	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.05	0.05	0.38	0.08	0.14	0.14	0.17	0.13	0.13	0.23
Crit Moves:		****		****				****				****
Green Time:	12.7	77.7	112.0	9.4	74.4	101.0	26.6	26.6	39.3	34.3	34.3	43.7
Volume/Cap:	0.81	0.83	0.07	0.83	0.81	0.13	0.83	0.83	0.69	0.60	0.60	0.83
Delay/Veh:	90.0	37.7	7.6	114.9	38.7	11.9	70.9	70.9	59.7	57.5	57.5	66.1
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:	90.0	37.7	7.6	114.9	38.7	11.9	70.9	70.9	59.7	57.5	57.5	66.1
LOS by Move:	F	D	A	F	D	B	E	E	E	E	E	E
HCM2kAvgQ:	6	31	1	5	30	3	13	13	14	11	11	22

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

Martial Cottle Park

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

Intersection #3091: CAPITOL/MONTEREY (N)



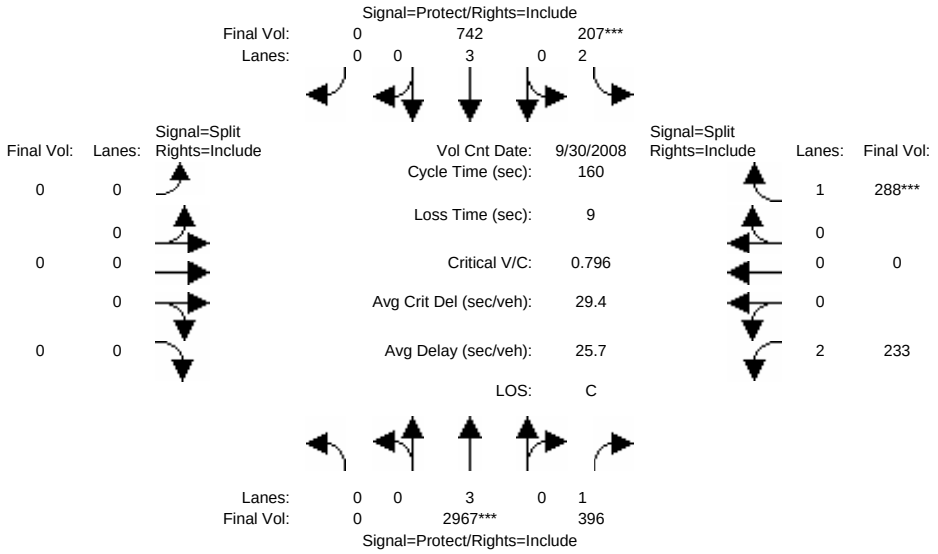
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 30 Sep 2008 <<												
Base Vol:	0	2827	386	188	482	0	0	0	0	121	0	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2827	386	188	482	0	0	0	0	121	0	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2827	386	188	482	0	0	0	0	121	0	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2827	386	188	482	0	0	0	0	121	0	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2827	386	188	482	0	0	0	0	121	0	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2827	386	188	482	0	0	0	0	121	0	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.22	0.06	0.08	0.00	0.00	0.00	0.00	0.04	0.00	0.16
Crit Moves:		****		****								****
Green Time:	0.0	104	104.5	12.6	117	0.0	0.0	0.0	0.0	33.9	0.0	33.9
Volume/Cap:	0.00	0.76	0.34	0.76	0.12	0.00	0.00	0.00	0.00	0.18	0.00	0.76
Delay/Veh:	0.0	20.1	12.5	85.0	6.3	0.0	0.0	0.0	0.0	51.8	0.0	68.0
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	20.1	12.5	85.0	6.3	0.0	0.0	0.0	0.0	51.8	0.0	68.0
LOS by Move:	A	C	B	F	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	30	9	7	2	0	0	0	0	3	0	14

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

Martial Cottle Park

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

Intersection #3091: CAPITOL/MONTEREY (N)



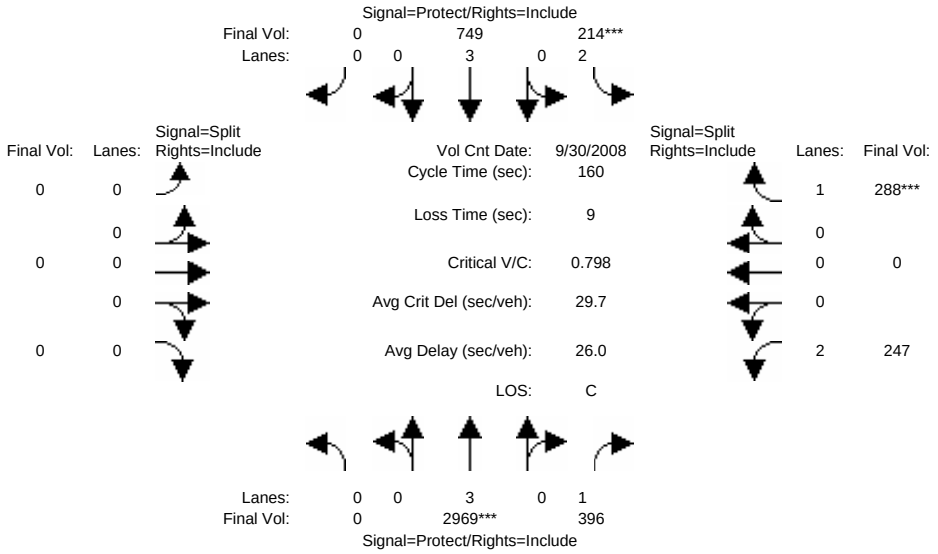
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 30 Sep 2008 <<												
Base Vol:	0	2827	386	188	482	0	0	0	0	121	0	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2827	386	188	482	0	0	0	0	121	0	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	140	10	19	260	0	0	0	0	112	0	6
Initial Fut:	0	2967	396	207	742	0	0	0	0	233	0	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2967	396	207	742	0	0	0	0	233	0	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2967	396	207	742	0	0	0	0	233	0	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	2967	396	207	742	0	0	0	0	233	0	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.23	0.07	0.13	0.00	0.00	0.00	0.00	0.07	0.00	0.16
Crit Moves:		****		****								****
Green Time:	0.0	105	104.7	13.2	118	0.0	0.0	0.0	0.0	33.1	0.0	33.1
Volume/Cap:	0.00	0.80	0.35	0.80	0.18	0.00	0.00	0.00	0.00	0.36	0.00	0.80
Delay/Veh:	0.0	21.2	12.5	87.6	6.4	0.0	0.0	0.0	0.0	54.7	0.0	71.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.2	12.5	87.6	6.4	0.0	0.0	0.0	0.0	54.7	0.0	71.8
LOS by Move:	A	C	B	F	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	33	9	8	4	0	0	0	0	6	0	15

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

Martial Cottle Park

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

Intersection #3091: CAPITOL/MONTEREY (N)



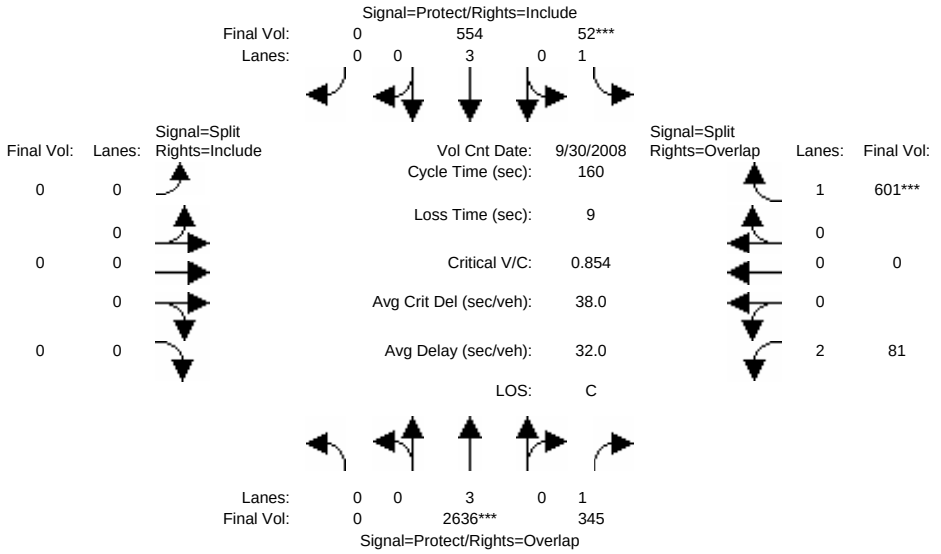
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 30 Sep 2008 <<												
Base Vol:	0	2827	386	188	482	0	0	0	0	121	0	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2827	386	188	482	0	0	0	0	121	0	282
Added Vol:	0	2	0	7	7	0	0	0	0	14	0	0
PasserByVol:	0	140	10	19	260	0	0	0	0	112	0	6
Initial Fut:	0	2969	396	214	749	0	0	0	0	247	0	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2969	396	214	749	0	0	0	0	247	0	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2969	396	214	749	0	0	0	0	247	0	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	2969	396	214	749	0	0	0	0	247	0	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.23	0.07	0.13	0.00	0.00	0.00	0.00	0.08	0.00	0.16
Crit Moves:		****		****								****
Green Time:	0.0	104	104.4	13.6	118	0.0	0.0	0.0	0.0	33.0	0.0	33.0
Volume/Cap:	0.00	0.80	0.35	0.80	0.18	0.00	0.00	0.00	0.00	0.38	0.00	0.80
Delay/Veh:	0.0	21.4	12.7	87.2	6.4	0.0	0.0	0.0	0.0	55.1	0.0	72.2
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	21.4	12.7	87.2	6.4	0.0	0.0	0.0	0.0	55.1	0.0	72.2
LOS by Move:	A	C	B	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	33	9	8	4	0	0	0	0	6	0	15

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

Martial Cottle Park

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

Intersection #3092: CAPITOL/MONTEREY (S)



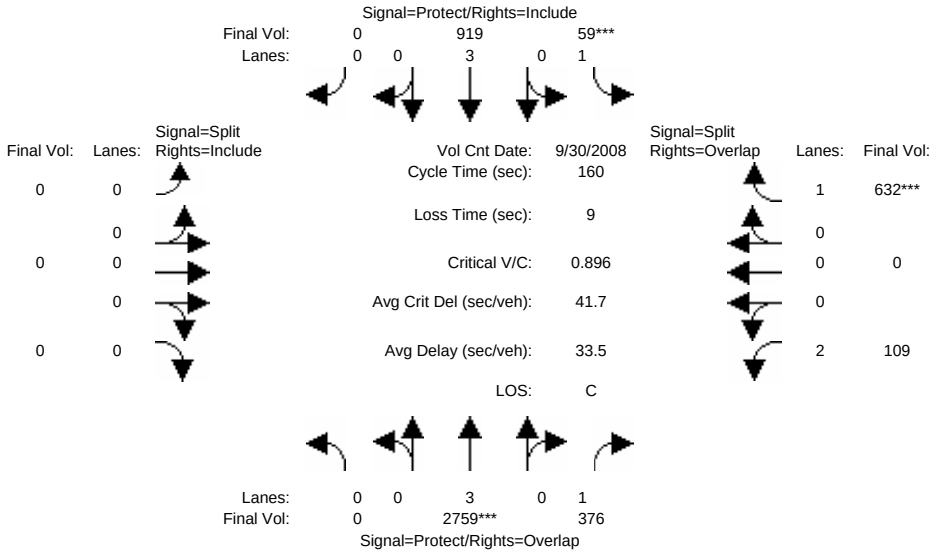
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 30 Sep 2008 <<												
Base Vol:	0	2636	345	52	554	0	0	0	0	81	0	601
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2636	345	52	554	0	0	0	0	81	0	601
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2636	345	52	554	0	0	0	0	81	0	601
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2636	345	52	554	0	0	0	0	81	0	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2636	345	52	554	0	0	0	0	81	0	601
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	2636	345	52	554	0	0	0	0	81	0	601
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.20	0.03	0.10	0.00	0.00	0.00	0.00	0.03	0.00	0.34
Crit Moves:		****		****								****
Green Time:	0.0	87.4	144.0	7.0	94.4	0.0	0.0	0.0	0.0	56.6	0.0	63.6
Volume/Cap:	0.00	0.85	0.22	0.68	0.16	0.00	0.00	0.00	0.00	0.07	0.00	0.86
Delay/Veh:	0.0	33.0	1.1	97.3	14.9	0.0	0.0	0.0	0.0	34.3	0.0	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.0	1.1	97.3	14.9	0.0	0.0	0.0	0.0	34.3	0.0	55.1
LOS by Move:	A	C	A	F	B	A	A	A	A	C	A	E
HCM2kAvgQ:	0	36	2	3	4	0	0	0	0	2	0	31

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

Martial Cottle Park

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

Intersection #3092: CAPITOL/MONTEREY (S)



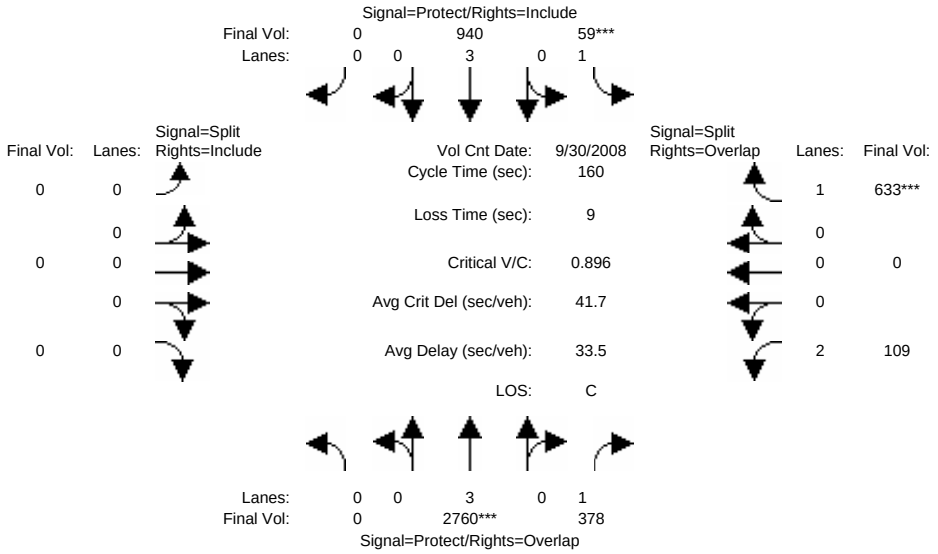
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 30 Sep 2008 <<												
Base Vol:	0	2636	345	52	554	0	0	0	0	81	0	601
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2636	345	52	554	0	0	0	0	81	0	601
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	123	31	7	365	0	0	0	0	28	0	31
Initial Fut:	0	2759	376	59	919	0	0	0	0	109	0	632
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2759	376	59	919	0	0	0	0	109	0	632
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2759	376	59	919	0	0	0	0	109	0	632
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	2759	376	59	919	0	0	0	0	109	0	632
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.21	0.03	0.16	0.00	0.00	0.00	0.00	0.03	0.00	0.36
Crit Moves:		****		****								****
Green Time:	0.0	87.0	144.0	7.0	94.0	0.0	0.0	0.0	0.0	57.0	0.0	64.0
Volume/Cap:	0.00	0.89	0.24	0.77	0.27	0.00	0.00	0.00	0.00	0.10	0.00	0.90
Delay/Veh:	0.0	35.9	1.1	112.8	16.3	0.0	0.0	0.0	0.0	34.4	0.0	60.0
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	35.9	1.1	112.8	16.3	0.0	0.0	0.0	0.0	34.4	0.0	60.0
LOS by Move:	A	D	A	F	B	A	A	A	A	C	A	E
HCM2kAvgQ:	0	39	3	3	7	0	0	0	0	2	0	34

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

Martial Cottle Park

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

Intersection #3092: CAPITOL/MONTEREY (S)



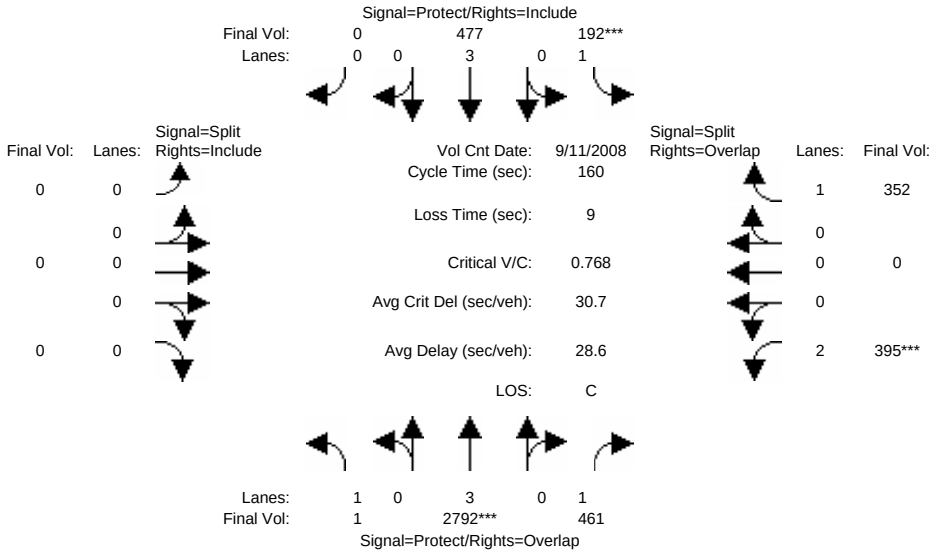
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 30 Sep 2008 <<												
Base Vol:	0	2636	345	52	554	0	0	0	0	81	0	601
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2636	345	52	554	0	0	0	0	81	0	601
Added Vol:	0	1	2	0	21	0	0	0	0	0	0	1
PasserByVol:	0	123	31	7	365	0	0	0	0	28	0	31
Initial Fut:	0	2760	378	59	940	0	0	0	0	109	0	633
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2760	378	59	940	0	0	0	0	109	0	633
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2760	378	59	940	0	0	0	0	109	0	633
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	2760	378	59	940	0	0	0	0	109	0	633
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.22	0.03	0.16	0.00	0.00	0.00	0.00	0.03	0.00	0.36
Crit Moves:		****		****								****
Green Time:	0.0	86.9	144.0	7.0	93.9	0.0	0.0	0.0	0.0	57.1	0.0	64.1
Volume/Cap:	0.00	0.89	0.24	0.77	0.28	0.00	0.00	0.00	0.00	0.10	0.00	0.90
Delay/Veh:	0.0	36.0	1.1	112.8	16.4	0.0	0.0	0.0	0.0	34.3	0.0	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.0	1.1	112.8	16.4	0.0	0.0	0.0	0.0	34.3	0.0	60.1
LOS by Move:	A	D	A	F	B	A	A	A	A	C	A	E
HCM2kAvgQ:	0	39	3	3	7	0	0	0	0	2	0	34

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

Martial Cottle Park

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

Intersection #3109: MONTEREY/SENTER



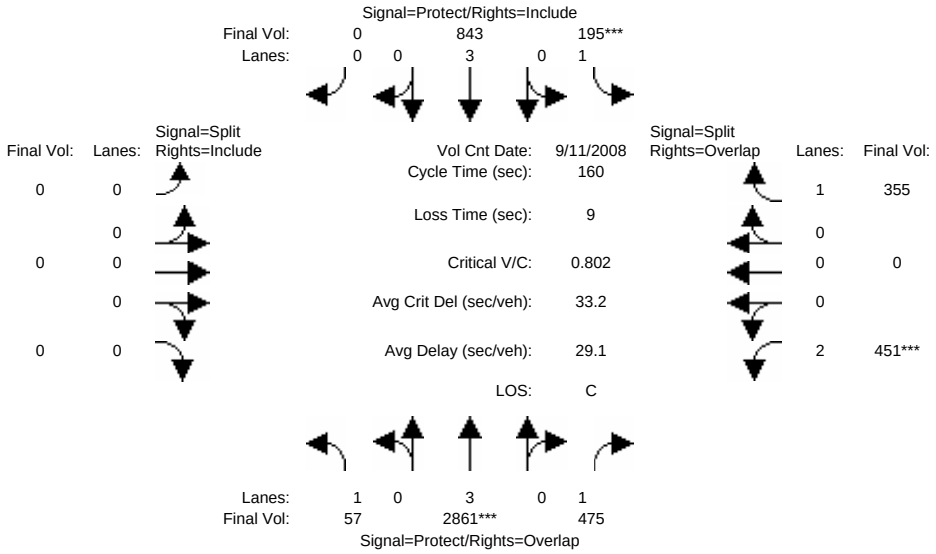
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 11 Sep 2008 <<												
Base Vol:	1	2792	461	192	477	0	0	0	0	395	0	352
Growth Adj:	1.00	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	2792	461	192	477	0	0	0	0	395	0	352
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	2792	461	192	477	0	0	0	0	395	0	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	2792	461	192	477	0	0	0	0	395	0	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	2792	461	192	477	0	0	0	0	395	0	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	2792	461	192	477	0	0	0	0	395	0	352
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.26	0.11	0.08	0.00	0.00	0.00	0.00	0.13	0.00	0.20
Crit Moves:		****		****						****		
Green Time:	42.9	102	128.1	22.9	82.0	0.0	0.0	0.0	0.0	26.1	0.0	49.0
Volume/Cap:	0.00	0.77	0.33	0.77	0.16	0.00	0.00	0.00	0.00	0.77	0.00	0.66
Delay/Veh:	42.9	21.6	4.4	79.5	20.8	0.0	0.0	0.0	0.0	71.0	0.0	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	21.6	4.4	79.5	20.8	0.0	0.0	0.0	0.0	71.0	0.0	51.2
LOS by Move:	D	C	A	E	C	A	A	A	A	E	A	D
HCM2kAvgQ:	0	31	6	10	4	0	0	0	0	13	0	17

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

Martial Cottle Park

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

Intersection #3109: MONTEREY/SENTER



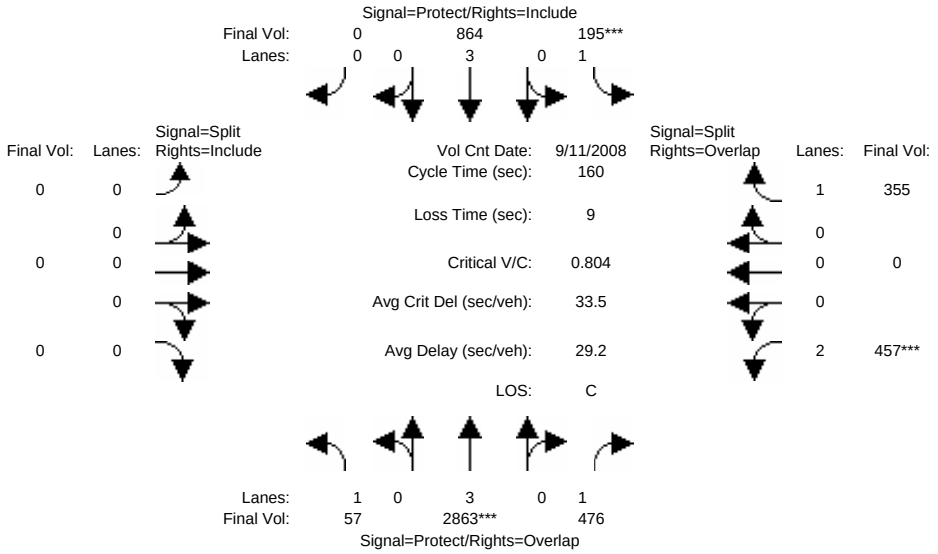
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 11 Sep 2008 <<												
Base Vol:	1	2792	461	192	477	0	0	0	0	395	0	352
Growth Adj:	1.00	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	2792	461	192	477	0	0	0	0	395	0	352
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	56	69	14	3	366	0	0	0	0	56	0	3
Initial Fut:	57	2861	475	195	843	0	0	0	0	451	0	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	2861	475	195	843	0	0	0	0	451	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2861	475	195	843	0	0	0	0	451	0	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	57	2861	475	195	843	0	0	0	0	451	0	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.50	0.27	0.11	0.15	0.00	0.00	0.00	0.00	0.14	0.00	0.20
Crit Moves:		****		****						****		
Green Time:	27.9	100	128.8	22.2	94.5	0.0	0.0	0.0	0.0	28.6	0.0	50.8
Volume/Cap:	0.19	0.80	0.34	0.80	0.25	0.00	0.00	0.00	0.00	0.80	0.00	0.64
Delay/Veh:	56.6	23.8	4.3	83.9	15.8	0.0	0.0	0.0	0.0	71.1	0.0	49.2
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:	56.6	23.8	4.3	83.9	15.8	0.0	0.0	0.0	0.0	71.1	0.0	49.2
LOS by Move:	E	C	A	F	B	A	A	A	A	E	A	D
HCM2kAvgQ:	2	33	6	11	6	0	0	0	0	15	0	16

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

Martial Cottle Park

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

Intersection #3109: MONTEREY/SENTER



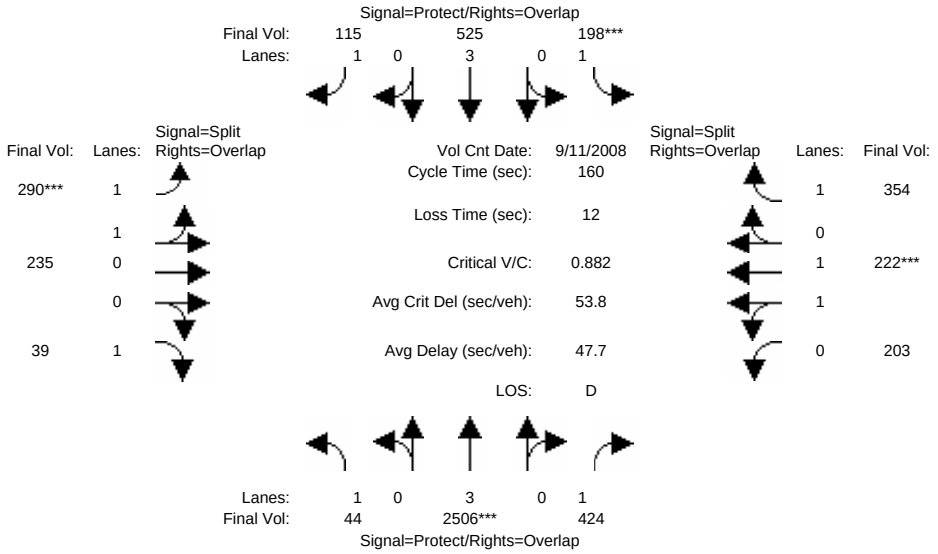
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 11 Sep 2008 <<												
Base Vol:	1	2792	461	192	477	0	0	0	0	395	0	352
Growth Adj:	1.00	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	2792	461	192	477	0	0	0	0	395	0	352
Added Vol:	0	2	1	0	21	0	0	0	0	6	0	0
PasserByVol:	56	69	14	3	366	0	0	0	0	56	0	3
Initial Fut:	57	2863	476	195	864	0	0	0	0	457	0	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	2863	476	195	864	0	0	0	0	457	0	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2863	476	195	864	0	0	0	0	457	0	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	57	2863	476	195	864	0	0	0	0	457	0	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.50	0.27	0.11	0.15	0.00	0.00	0.00	0.00	0.15	0.00	0.20
Crit Moves:		****		****						****		
Green Time:	27.4	xxxx	128.8	22.2	94.8	0.0	0.0	0.0	0.0	28.9	0.0	51.0
Volume/Cap:	0.19	0.80	0.34	0.80	0.26	0.00	0.00	0.00	0.00	0.80	0.00	0.64
Delay/Veh:	57.1	24.0	4.3	84.3	15.7	0.0	0.0	0.0	0.0	71.0	0.0	49.0
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:	57.1	24.0	4.3	84.3	15.7	0.0	0.0	0.0	0.0	71.0	0.0	49.0
LOS by Move:	E	C	A	F	B	A	A	A	A	E	A	D
HCM2kAvgQ:	2	33	6	11	6	0	0	0	0	15	0	16

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

Martial Cottle Park

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

Intersection #3110: MONTEREY/SKYWAY



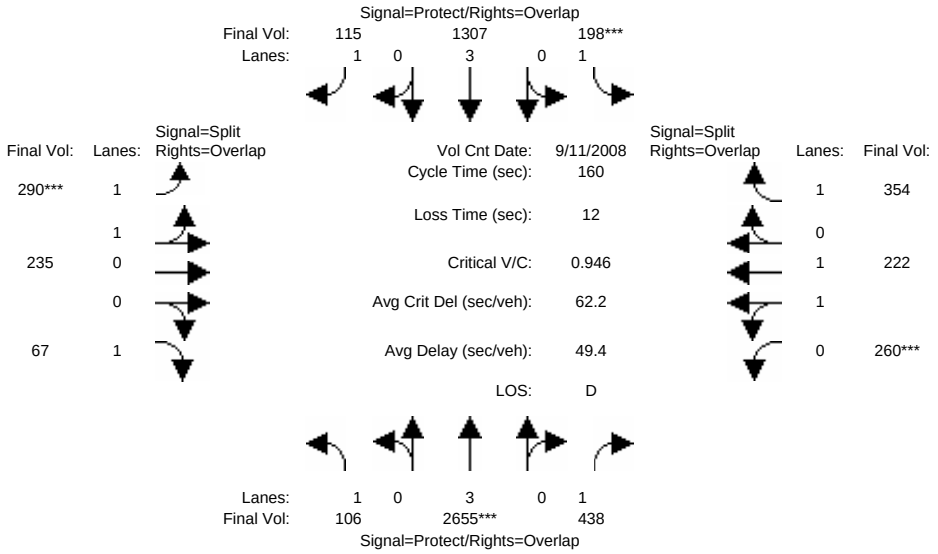
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 11 Sep 2008 <<												
Base Vol:	44	2506	424	198	525	115	290	235	39	203	222	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	2506	424	198	525	115	290	235	39	203	222	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2506	424	198	525	115	290	235	39	203	222	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	2506	424	198	525	115	290	235	39	203	222	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2506	424	198	525	115	290	235	39	203	222	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	2506	424	198	525	115	290	235	39	203	222	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.12	0.88	1.00	0.98	1.02	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1961	1589	1750	1766	1931	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.24	0.11	0.09	0.07	0.15	0.15	0.02	0.11	0.11	0.20
Crit Moves:		****		****			****				****	
Green Time:	32.3	79.8	100.6	20.5	68.0	94.8	26.8	26.8	59.1	20.9	20.9	41.4
Volume/Cap:	0.12	0.88	0.39	0.88	0.22	0.11	0.88	0.88	0.06	0.88	0.88	0.78
Delay/Veh:	52.4	39.5	14.8	99.3	29.2	14.2	79.4	79.4	32.6	85.5	85.5	63.7
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:	52.4	39.5	14.8	99.3	29.2	14.2	79.4	79.4	32.6	85.5	85.5	63.7
LOS by Move:	D	D	B	F	C	B	E	E	C	F	F	E
HCM2kAvgQ:	2	37	10	11	5	3	15	15	1	13	13	19

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

Martial Cottle Park

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

Intersection #3110: MONTEREY/SKYWAY



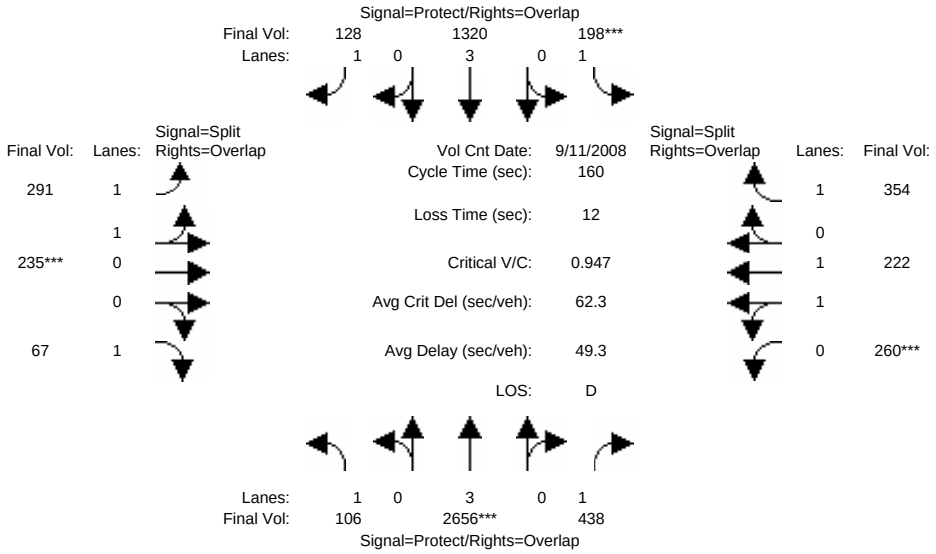
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 11 Sep 2008 <<												
Base Vol:	44	2506	424	198	525	115	290	235	39	203	222	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	2506	424	198	525	115	290	235	39	203	222	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	62	149	14	0	782	0	0	0	28	57	0	0
Initial Fut:	106	2655	438	198	1307	115	290	235	67	260	222	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	2655	438	198	1307	115	290	235	67	260	222	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	2655	438	198	1307	115	290	235	67	260	222	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	106	2655	438	198	1307	115	290	235	67	260	222	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.12	0.88	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1961	1589	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.47	0.25	0.11	0.23	0.07	0.15	0.15	0.04	0.15	0.12	0.20
Crit Moves:		****		****			****			****		
Green Time:	20.5	78.7	103.9	19.1	77.4	102.4	25.0	25.0	45.5	25.1	25.1	44.2
Volume/Cap:	0.47	0.95	0.39	0.95	0.47	0.10	0.95	0.95	0.13	0.95	0.74	0.73
Delay/Veh:	66.4	46.4	13.4	117.0	27.8	11.1	92.3	92.3	42.8	93.7	69.1	58.1
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:	66.4	46.4	13.4	117.0	27.8	11.1	92.3	92.3	42.8	93.7	69.1	58.1
LOS by Move:	E	D	B	F	C	B	F	F	D	F	E	E
HCM2kAvgQ:	5	42	10	12	14	2	15	15	3	17	12	18

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

Martial Cottle Park

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

Intersection #3110: MONTEREY/SKYWAY



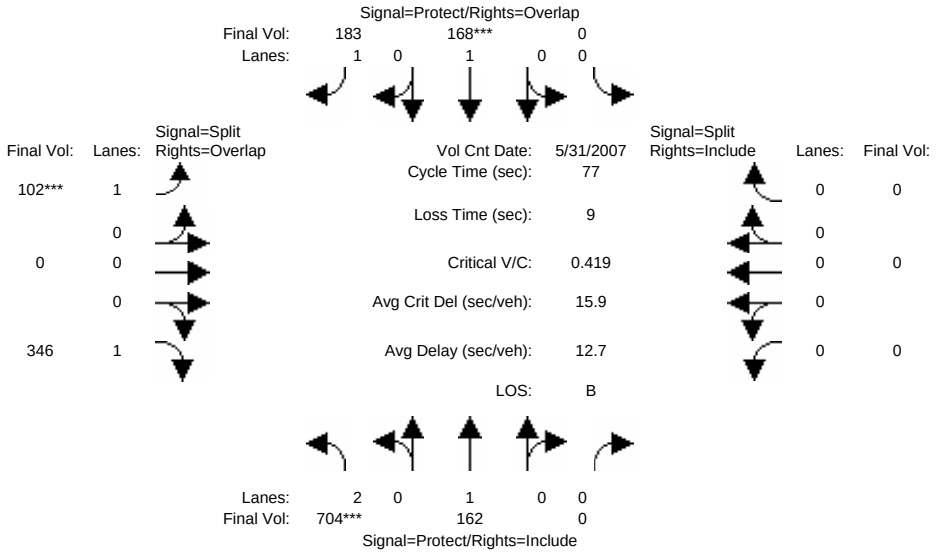
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 11 Sep 2008 <<												
Base Vol:	44	2506	424	198	525	115	290	235	39	203	222	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	2506	424	198	525	115	290	235	39	203	222	354
Added Vol:	0	1	0	0	13	13	1	0	0	0	0	0
PasserByVol:	62	149	14	0	782	0	0	0	28	57	0	0
Initial Fut:	106	2656	438	198	1320	128	291	235	67	260	222	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	2656	438	198	1320	128	291	235	67	260	222	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	2656	438	198	1320	128	291	235	67	260	222	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	106	2656	438	198	1320	128	291	235	67	260	222	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.12	0.88	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1964	1586	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.47	0.25	0.11	0.23	0.07	0.15	0.15	0.04	0.15	0.12	0.20
Crit Moves:		****		****				****		****		
Green Time:	20.3	78.7	103.8	19.1	77.6	102.6	25.0	25.0	45.3	25.1	25.1	44.2
Volume/Cap:	0.48	0.95	0.39	0.95	0.48	0.11	0.95	0.95	0.14	0.95	0.74	0.73
Delay/Veh:	66.6	46.5	13.4	117.1	27.8	11.2	92.4	92.4	42.9	93.8	69.1	58.2
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:	66.6	46.5	13.4	117.1	27.8	11.2	92.4	92.4	42.9	93.8	69.1	58.2
LOS by Move:	E	D	B	F	C	B	F	F	D	F	E	E
HCM2kAvgQ:	5	42	10	12	14	3	16	16	3	17	12	18

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

Martial Cottle Park

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

Intersection #3208: 87/NARVAEZ



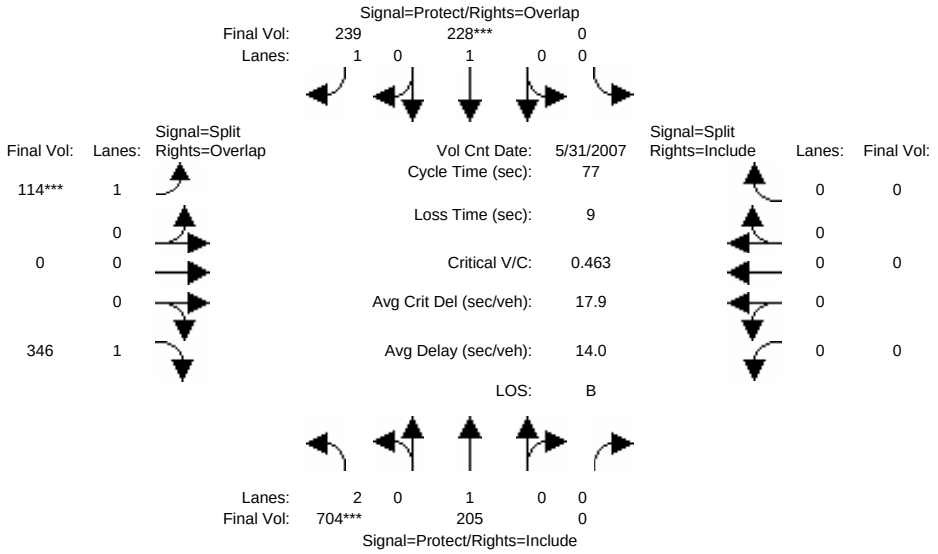
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 31 May 2007 << 8:00-9:00AM												
Base Vol:	704	162	0	0	168	183	102	0	346	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:	704	162	0	0	168	183	102	0	346	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	704	162	0	0	168	183	102	0	346	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	704	162	0	0	168	183	102	0	346	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	704	162	0	0	168	183	102	0	346	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:	704	162	0	0	168	183	102	0	346	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.09	0.00	0.00	0.09	0.10	0.06	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	41.1	57.3	0.0	0.0	16.2	26.9	10.7	0.0	51.8	0.0	0.0	0.0
Volume/Cap:	0.42	0.11	0.00	0.00	0.42	0.30	0.42	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	11.0	2.8	0.0	0.0	27.0	18.4	31.5	0.0	5.3	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:	11.0	2.8	0.0	0.0	27.0	18.4	31.5	0.0	5.3	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C	B	C	A	A	A	A	A
HCM2kAvgQ:	6	1	0	0	4	4	3	0	4	0	0	0

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

Martial Cottle Park

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

Intersection #3208: 87/NARVAEZ



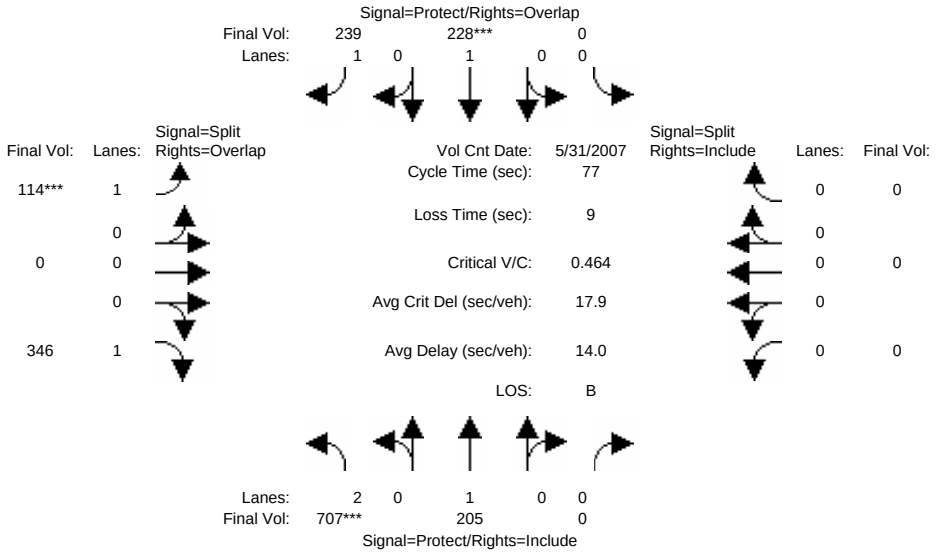
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 31 May 2007 << 8:00-9:00AM												
Base Vol:	704	162	0	0	168	183	102	0	346	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:	704	162	0	0	168	183	102	0	346	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	43	0	0	60	56	12	0	0	0	0	0
Initial Fut:	704	205	0	0	228	239	114	0	346	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	704	205	0	0	228	239	114	0	346	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	704	205	0	0	228	239	114	0	346	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:	704	205	0	0	228	239	114	0	346	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.11	0.00	0.00	0.12	0.14	0.07	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	37.2	57.2	0.0	0.0	20.0	30.8	10.8	0.0	48.0	0.0	0.0	0.0
Volume/Cap:	0.46	0.15	0.00	0.00	0.46	0.34	0.46	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	13.5	2.9	0.0	0.0	24.7	16.3	31.8	0.0	7.0	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:	13.5	2.9	0.0	0.0	24.7	16.3	31.8	0.0	7.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C	B	C	A	A	A	A	A
HCM2kAvgQ:	6	1	0	0	5	4	3	0	4	0	0	0

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

Martial Cottle Park

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

Intersection #3208: 87/NARVAEZ



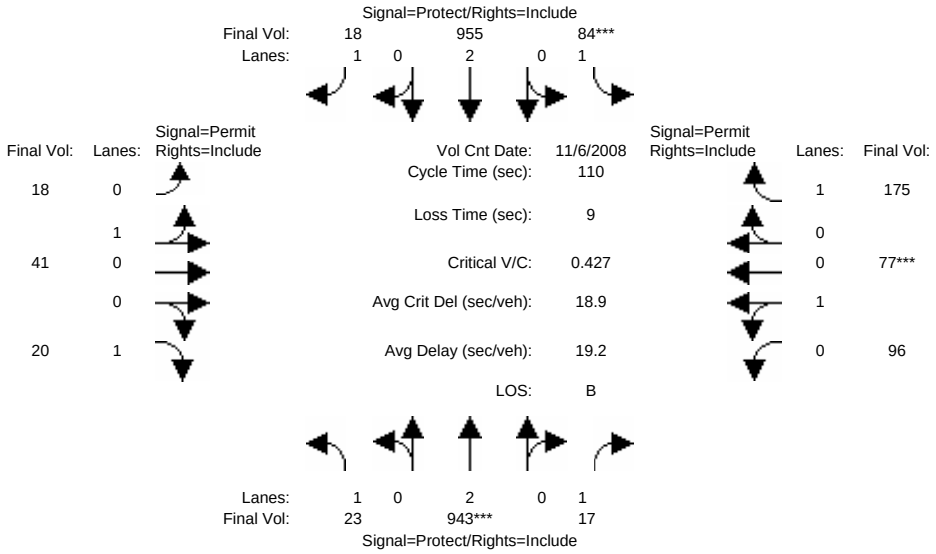
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 31 May 2007 << 8:00-9:00AM												
Base Vol:	704	162	0	0	168	183	102	0	346	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:	704	162	0	0	168	183	102	0	346	0	0	0
Added Vol:	3	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	43	0	0	60	56	12	0	0	0	0	0
Initial Fut:	707	205	0	0	228	239	114	0	346	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	707	205	0	0	228	239	114	0	346	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	707	205	0	0	228	239	114	0	346	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:	707	205	0	0	228	239	114	0	346	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.11	0.00	0.00	0.12	0.14	0.07	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	37.3	57.2	0.0	0.0	19.9	30.7	10.8	0.0	48.1	0.0	0.0	0.0
Volume/Cap:	0.46	0.15	0.00	0.00	0.46	0.34	0.46	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	13.4	2.9	0.0	0.0	24.7	16.4	31.8	0.0	6.9	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:	13.4	2.9	0.0	0.0	24.7	16.4	31.8	0.0	6.9	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C	B	C	A	A	A	A	A
HCM2kAvgQ:	6	1	0	0	5	4	3	0	4	0	0	0

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

Martial Cottle Park

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

Intersection #3272: AVENIDA DEL ROBLE/SNELL



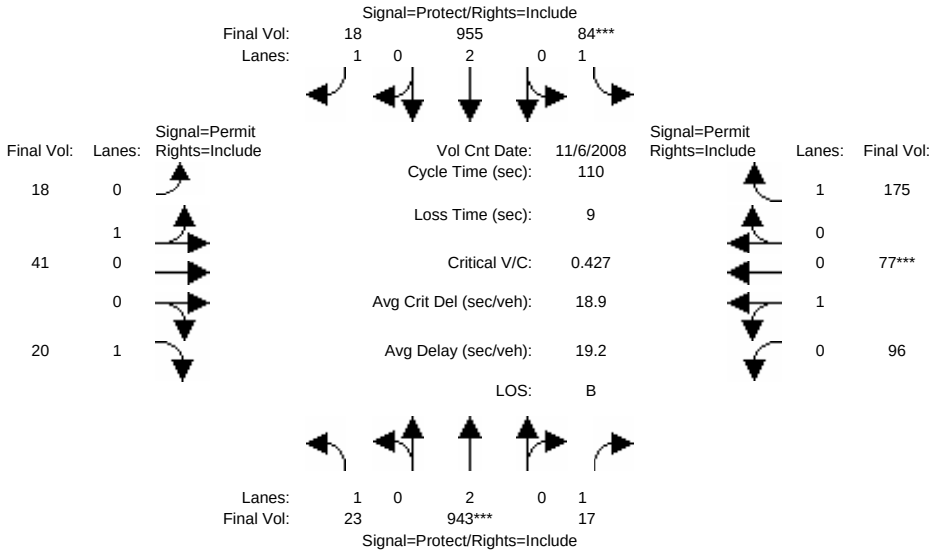
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 6 Nov 2008 << 7:15-8:15AM												
Base Vol:	23	943	17	84	955	18	18	41	20	96	77	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	943	17	84	955	18	18	41	20	96	77	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	943	17	84	955	18	18	41	20	96	77	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	943	17	84	955	18	18	41	20	96	77	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	943	17	84	955	18	18	41	20	96	77	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	943	17	84	955	18	18	41	20	96	77	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.31	0.69	1.00	0.55	0.45	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	549	1251	1750	999	801	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.01	0.05	0.25	0.01	0.03	0.03	0.01	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green Time:	15.4	63.9	63.9	12.4	60.8	60.8	24.7	24.7	24.7	24.7	24.7	24.7
Volume/Cap:	0.09	0.43	0.02	0.43	0.45	0.02	0.15	0.15	0.05	0.43	0.43	0.44
Delay/Veh:	41.4	13.0	9.8	47.0	14.8	11.1	34.3	34.3	33.5	37.3	37.3	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	13.0	9.8	47.0	14.8	11.1	34.3	34.3	33.5	37.3	37.3	37.5
LOS by Move:	D	B	A	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	1	9	0	3	9	0	2	2	1	6	6	6

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

Martial Cottle Park

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

Intersection #3272: AVENIDA DEL ROBLE/SNELL



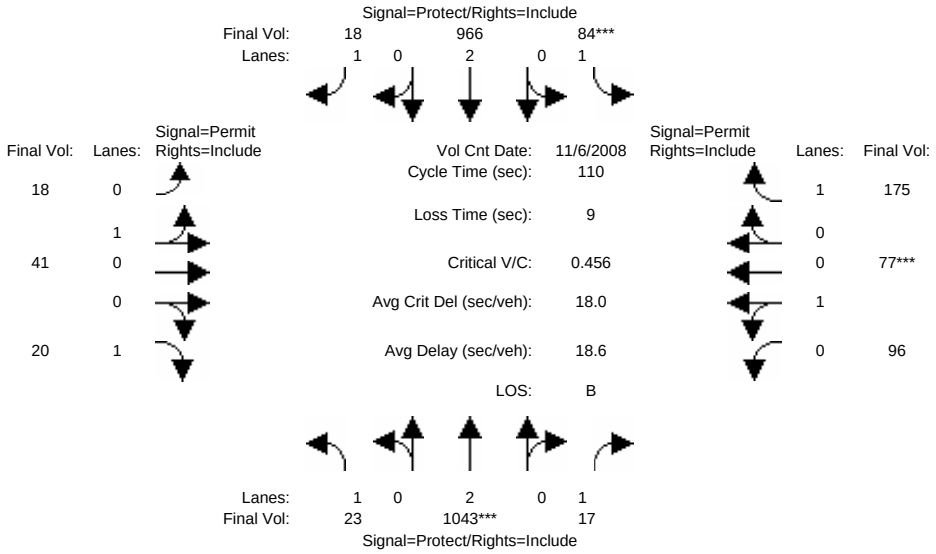
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 6 Nov 2008 << 7:15-8:15AM												
Base Vol:	23	943	17	84	955	18	18	41	20	96	77	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	943	17	84	955	18	18	41	20	96	77	175
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:	23	943	17	84	955	18	18	41	20	96	77	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	943	17	84	955	18	18	41	20	96	77	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	943	17	84	955	18	18	41	20	96	77	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	943	17	84	955	18	18	41	20	96	77	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.31	0.69	1.00	0.55	0.45	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	549	1251	1750	999	801	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.01	0.05	0.25	0.01	0.03	0.03	0.01	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green Time:	15.4	63.9	63.9	12.4	60.8	60.8	24.7	24.7	24.7	24.7	24.7	24.7
Volume/Cap:	0.09	0.43	0.02	0.43	0.45	0.02	0.15	0.15	0.05	0.43	0.43	0.44
Delay/Veh:	41.4	13.0	9.8	47.0	14.8	11.1	34.3	34.3	33.5	37.3	37.3	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	13.0	9.8	47.0	14.8	11.1	34.3	34.3	33.5	37.3	37.3	37.5
LOS by Move:	D	B	A	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	1	9	0	3	9	0	2	2	1	6	6	6

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

Martial Cottle Park

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

Intersection #3272: AVENIDA DEL ROBLE/SNELL



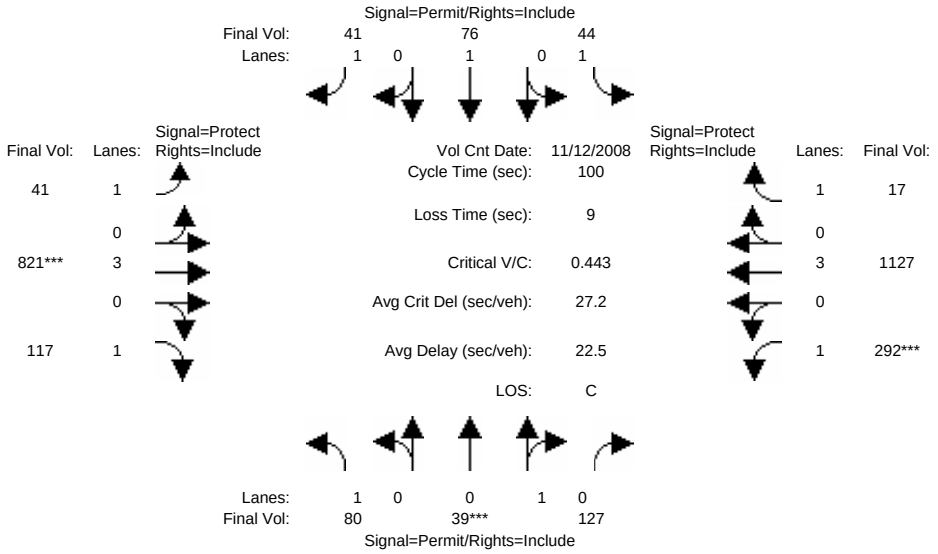
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 6 Nov 2008 << 7:15-8:15AM												
Base Vol:	23	943	17	84	955	18	18	41	20	96	77	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	943	17	84	955	18	18	41	20	96	77	175
Added Vol:	0	100	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1043	17	84	966	18	18	41	20	96	77	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1043	17	84	966	18	18	41	20	96	77	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1043	17	84	966	18	18	41	20	96	77	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1043	17	84	966	18	18	41	20	96	77	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.31	0.69	1.00	0.55	0.45	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	549	1251	1750	999	801	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.01	0.05	0.25	0.01	0.03	0.03	0.01	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green Time:	15.6	66.2	66.2	11.6	62.2	62.2	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.09	0.46	0.02	0.46	0.45	0.02	0.16	0.16	0.05	0.46	0.46	0.47
Delay/Veh:	41.2	12.1	8.8	48.0	14.1	10.5	35.6	35.6	34.7	38.8	38.8	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	12.1	8.8	48.0	14.1	10.5	35.6	35.6	34.7	38.8	38.8	39.0
LOS by Move:	D	B	A	D	B	B	D	D	C	D	D	D
HCM2kAvgQ:	1	9	0	3	9	0	2	2	1	6	6	6

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

Martial Cottle Park

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

Intersection #3300: BESWICK/BLOSSOM HILL



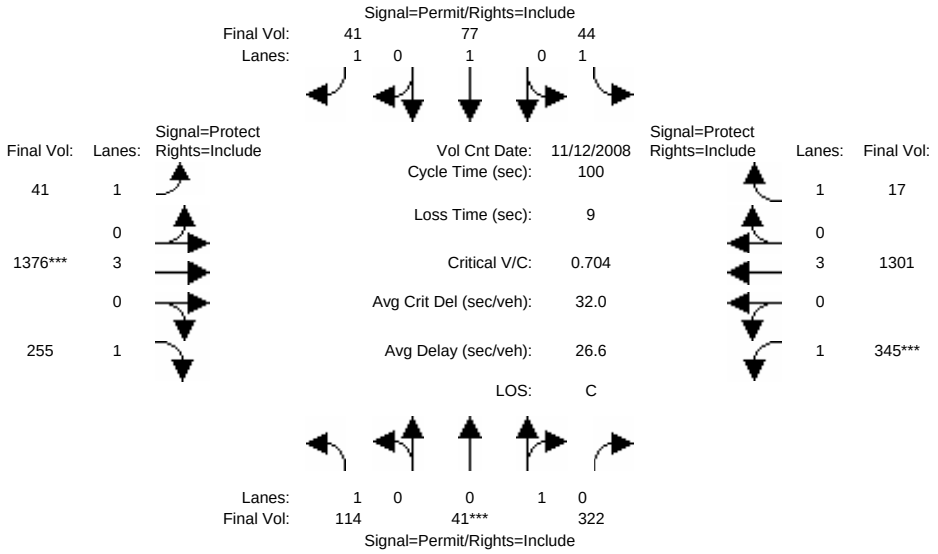
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 7:30-8:30AM												
Base Vol:	80	39	127	44	76	41	41	821	117	292	1127	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	39	127	44	76	41	41	821	117	292	1127	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	39	127	44	76	41	41	821	117	292	1127	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	39	127	44	76	41	41	821	117	292	1127	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	39	127	44	76	41	41	821	117	292	1127	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	39	127	44	76	41	41	821	117	292	1127	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.23	0.77	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	423	1377	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.03	0.04	0.02	0.02	0.14	0.07	0.17	0.20	0.01
Crit Moves:		****						****		****		
Green Time:	20.8	20.8	20.8	20.8	20.8	20.8	18.4	32.5	32.5	37.7	51.8	51.8
Volume/Cap:	0.22	0.44	0.44	0.12	0.19	0.11	0.13	0.44	0.21	0.44	0.38	0.02
Delay/Veh:	33.2	35.4	35.4	32.3	32.9	32.2	34.3	26.8	24.6	23.8	14.5	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	35.4	35.4	32.3	32.9	32.2	34.3	26.8	24.6	23.8	14.5	11.7
LOS by Move:	C	D	D	C	C	C	C	C	C	C	B	B
HCM2kAvgQ:	2	5	5	1	2	1	1	6	3	7	7	0

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

Martial Cottle Park

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

Intersection #3300: BESWICK/BLOSSOM HILL



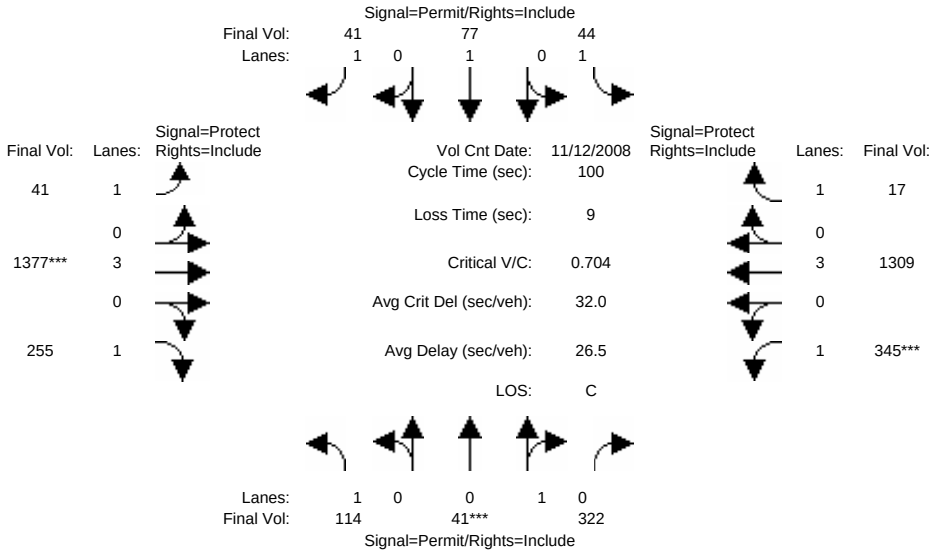
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 7:30-8:30AM												
Base Vol:	80	39	127	44	76	41	41	821	117	292	1127	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	39	127	44	76	41	41	821	117	292	1127	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	34	2	195	0	1	0	0	555	138	53	174	0
Initial Fut:	114	41	322	44	77	41	41	1376	255	345	1301	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	41	322	44	77	41	41	1376	255	345	1301	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	41	322	44	77	41	41	1376	255	345	1301	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	41	322	44	77	41	41	1376	255	345	1301	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.11	0.89	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	203	1597	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.03	0.04	0.02	0.02	0.24	0.15	0.20	0.23	0.01
Crit Moves:		****						****		****		
Green Time:	28.7	28.7	28.7	28.7	28.7	28.7	14.6	34.3	34.3	28.0	47.7	47.7
Volume/Cap:	0.23	0.70	0.70	0.09	0.14	0.08	0.16	0.70	0.42	0.70	0.48	0.02
Delay/Veh:	27.4	36.2	36.2	26.2	26.6	26.1	37.6	29.6	25.7	36.9	17.9	13.8
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:	27.4	36.2	36.2	26.2	26.6	26.1	37.6	29.6	25.7	36.9	17.9	13.8
LOS by Move:	C	D	D	C	C	C	D	C	C	D	B	B
HCM2kAvgQ:	3	12	12	1	2	1	1	12	6	10	9	0

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

Martial Cottle Park

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

Intersection #3300: BESWICK/BLOSSOM HILL



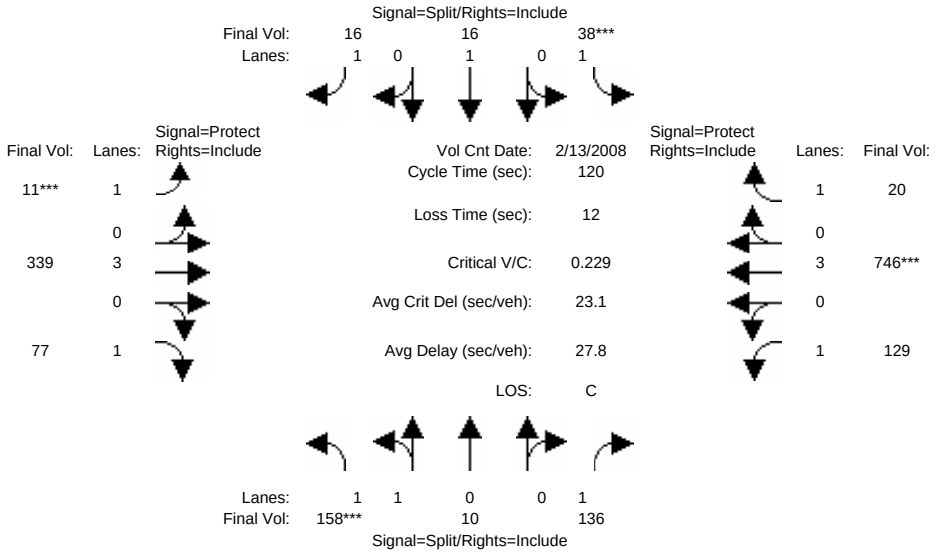
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 7:30-8:30AM												
Base Vol:	80	39	127	44	76	41	41	821	117	292	1127	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	39	127	44	76	41	41	821	117	292	1127	17
Added Vol:	0	0	0	0	0	0	0	1	0	0	8	0
PasserByVol:	34	2	195	0	1	0	0	555	138	53	174	0
Initial Fut:	114	41	322	44	77	41	41	1377	255	345	1309	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	41	322	44	77	41	41	1377	255	345	1309	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	41	322	44	77	41	41	1377	255	345	1309	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	41	322	44	77	41	41	1377	255	345	1309	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.11	0.89	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	203	1597	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.03	0.04	0.02	0.02	0.24	0.15	0.20	0.23	0.01
Crit Moves:		****						****		****		
Green Time:	28.7	28.7	28.7	28.7	28.7	28.7	14.6	34.3	34.3	28.0	47.8	47.8
Volume/Cap:	0.23	0.70	0.70	0.09	0.14	0.08	0.16	0.70	0.42	0.70	0.48	0.02
Delay/Veh:	27.5	36.3	36.3	26.2	26.6	26.1	37.7	29.6	25.7	36.9	17.8	13.8
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:	27.5	36.3	36.3	26.2	26.6	26.1	37.7	29.6	25.7	36.9	17.8	13.8
LOS by Move:	C	D	D	C	C	C	D	C	C	D	B	B
HCM2kAvgQ:	3	12	12	1	2	1	1	12	6	10	9	0

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

Martial Cottle Park

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

Intersection #3314: BLOSSOM HILL/CAHALAN



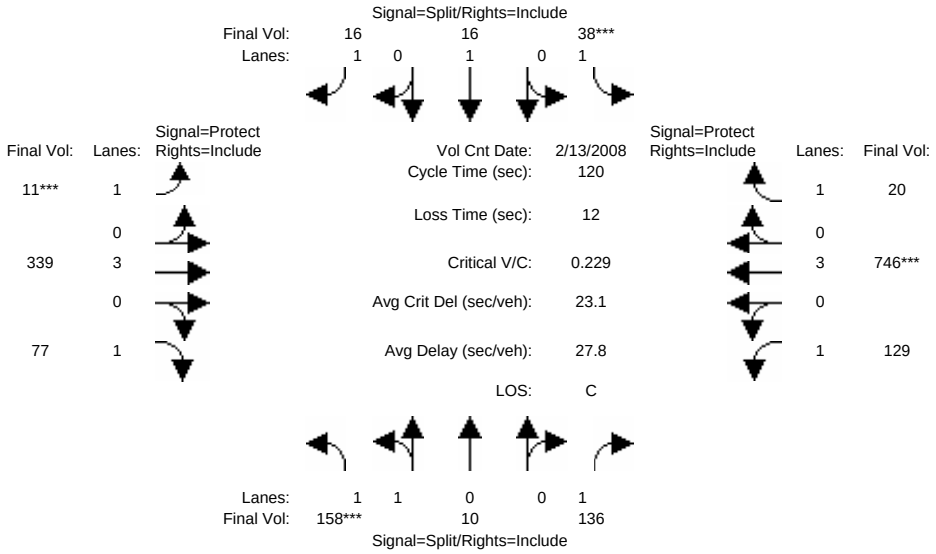
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Feb 2008 << 7:30-8:30AM												
Base Vol:	158	10	136	38	16	16	11	339	77	129	746	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	10	136	38	16	16	11	339	77	129	746	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	10	136	38	16	16	11	339	77	129	746	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	10	136	38	16	16	11	339	77	129	746	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	10	136	38	16	16	11	339	77	129	746	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	10	136	38	16	16	11	339	77	129	746	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.88	0.12	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3339	211	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.08	0.02	0.01	0.01	0.01	0.06	0.04	0.07	0.13	0.01
Crit Moves:	****			****			****				****	
Green Time:	33.9	33.9	33.9	10.0	10.0	10.0	7.0	34.0	34.0	30.1	57.1	57.1
Volume/Cap:	0.17	0.17	0.28	0.26	0.10	0.11	0.11	0.21	0.16	0.29	0.28	0.02
Delay/Veh:	32.5	32.5	33.8	52.5	51.1	51.2	54.0	32.8	32.4	36.7	19.0	16.7
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:	32.5	32.5	33.8	52.5	51.1	51.2	54.0	32.8	32.4	36.7	19.0	16.7
LOS by Move:	C	C	C	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	2	2	4	2	1	1	0	3	2	4	5	0

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

Martial Cottle Park

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

Intersection #3314: BLOSSOM HILL/CAHALAN



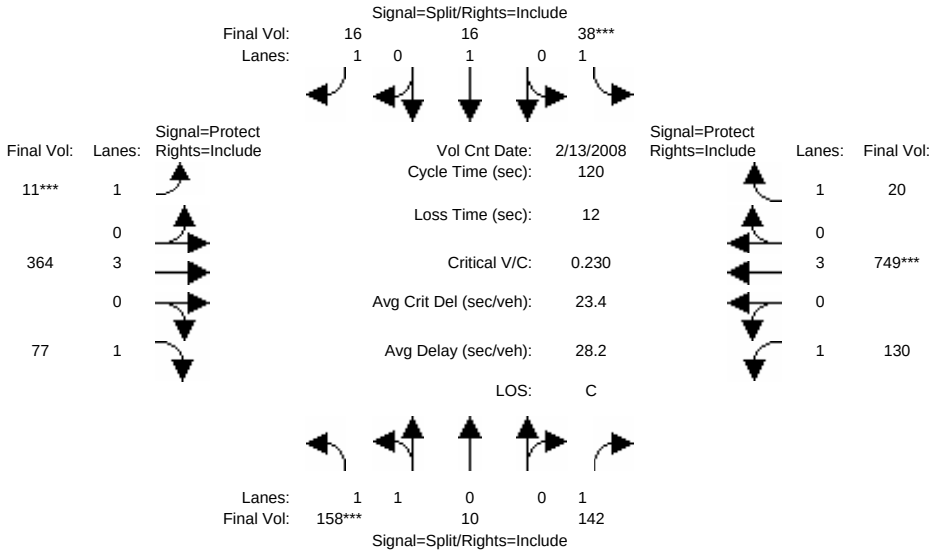
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Feb 2008 << 7:30-8:30AM												
Base Vol:	158	10	136	38	16	16	11	339	77	129	746	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	10	136	38	16	16	11	339	77	129	746	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	10	136	38	16	16	11	339	77	129	746	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	10	136	38	16	16	11	339	77	129	746	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	10	136	38	16	16	11	339	77	129	746	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	10	136	38	16	16	11	339	77	129	746	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.88	0.12	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3339	211	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.08	0.02	0.01	0.01	0.01	0.06	0.04	0.07	0.13	0.01
Crit Moves:	****			****			****				****	
Green Time:	33.9	33.9	33.9	10.0	10.0	10.0	7.0	34.0	34.0	30.1	57.1	57.1
Volume/Cap:	0.17	0.17	0.28	0.26	0.10	0.11	0.11	0.21	0.16	0.29	0.28	0.02
Delay/Veh:	32.5	32.5	33.8	52.5	51.1	51.2	54.0	32.8	32.4	36.7	19.0	16.7
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:	32.5	32.5	33.8	52.5	51.1	51.2	54.0	32.8	32.4	36.7	19.0	16.7
LOS by Move:	C	C	C	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	2	2	4	2	1	1	0	3	2	4	5	0

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

Martial Cottle Park

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

Intersection #3314: BLOSSOM HILL/CAHALAN



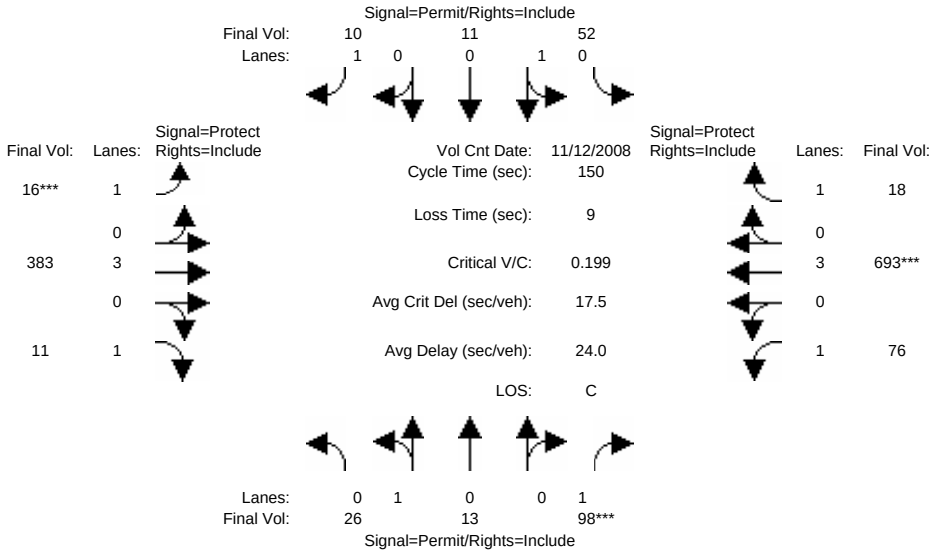
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Feb 2008 << 7:30-8:30AM												
Base Vol:	158	10	136	38	16	16	11	339	77	129	746	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	10	136	38	16	16	11	339	77	129	746	20
Added Vol:	0	0	6	0	0	0	0	25	0	1	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	10	142	38	16	16	11	364	77	130	749	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	10	142	38	16	16	11	364	77	130	749	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	10	142	38	16	16	11	364	77	130	749	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	10	142	38	16	16	11	364	77	130	749	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.88	0.12	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3339	211	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.08	0.02	0.01	0.01	0.01	0.06	0.04	0.07	0.13	0.01
Crit Moves:	****			****			****				****	
Green Time:	34.7	34.7	34.7	10.0	10.0	10.0	7.0	33.4	33.4	29.8	56.3	56.3
Volume/Cap:	0.16	0.16	0.28	0.26	0.10	0.11	0.11	0.23	0.16	0.30	0.28	0.02
Delay/Veh:	31.9	31.9	33.3	52.5	51.1	51.2	54.0	33.4	32.8	37.0	19.5	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:	31.9	31.9	33.3	52.5	51.1	51.2	54.0	33.4	32.8	37.0	19.5	17.1
LOS by Move:	C	C	C	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	2	2	4	2	1	1	0	3	2	4	5	0

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

Martial Cottle Park

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

Intersection #3316: BLOSSOM HILL/CHESBRO



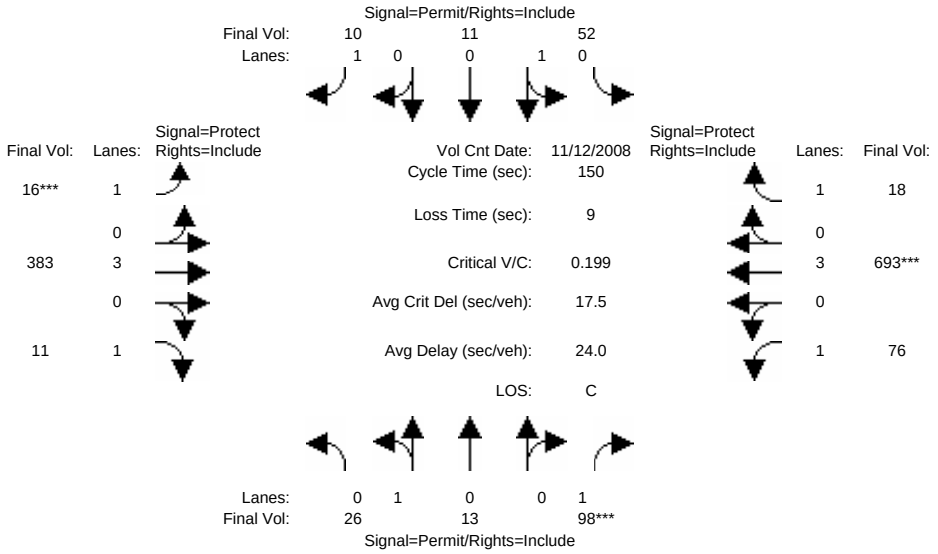
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 7:30-8:30AM												
Base Vol:	26	13	98	52	11	10	16	383	11	76	693	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	13	98	52	11	10	16	383	11	76	693	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	13	98	52	11	10	16	383	11	76	693	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	13	98	52	11	10	16	383	11	76	693	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	13	98	52	11	10	16	383	11	76	693	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	13	98	52	11	10	16	383	11	76	693	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.67	0.33	1.00	0.83	0.17	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1200	600	1750	1486	314	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.06	0.04	0.04	0.01	0.01	0.07	0.01	0.04	0.12	0.01
Crit Moves:			****				****				****	
Green Time:	42.3	42.3	42.3	42.3	42.3	42.3	7.0	58.3	58.3	40.5	91.7	91.7
Volume/Cap:	0.08	0.08	0.20	0.12	0.12	0.02	0.20	0.17	0.02	0.16	0.20	0.02
Delay/Veh:	39.6	39.6	41.2	40.2	40.2	38.9	70.0	30.1	28.2	42.0	12.9	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	39.6	41.2	40.2	40.2	38.9	70.0	30.1	28.2	42.0	12.9	11.4
LOS by Move:	D	D	D	D	D	D	E	C	C	D	B	B
HCM2kAvgQ:	1	1	4	2	2	0	1	4	0	3	4	0

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

Martial Cottle Park

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

Intersection #3316: BLOSSOM HILL/CHESBRO



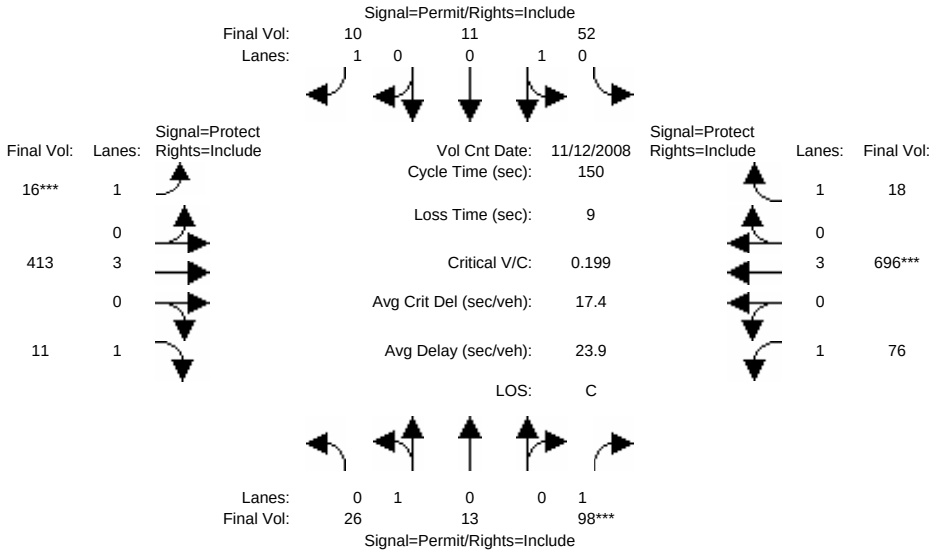
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 7:30-8:30AM												
Base Vol:	26	13	98	52	11	10	16	383	11	76	693	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	13	98	52	11	10	16	383	11	76	693	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	13	98	52	11	10	16	383	11	76	693	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	13	98	52	11	10	16	383	11	76	693	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	13	98	52	11	10	16	383	11	76	693	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	13	98	52	11	10	16	383	11	76	693	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.67	0.33	1.00	0.83	0.17	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1200	600	1750	1486	314	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.06	0.04	0.04	0.01	0.01	0.07	0.01	0.04	0.12	0.01
Crit Moves:			****				****				****	
Green Time:	42.3	42.3	42.3	42.3	42.3	42.3	7.0	58.3	58.3	40.5	91.7	91.7
Volume/Cap:	0.08	0.08	0.20	0.12	0.12	0.02	0.20	0.17	0.02	0.16	0.20	0.02
Delay/Veh:	39.6	39.6	41.2	40.2	40.2	38.9	70.0	30.1	28.2	42.0	12.9	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	39.6	41.2	40.2	40.2	38.9	70.0	30.1	28.2	42.0	12.9	11.4
LOS by Move:	D	D	D	D	D	D	E	C	C	D	B	B
HCM2kAvgQ:	1	1	4	2	2	0	1	4	0	3	4	0

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

Martial Cottle Park

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

Intersection #3316: BLOSSOM HILL/CHESBRO



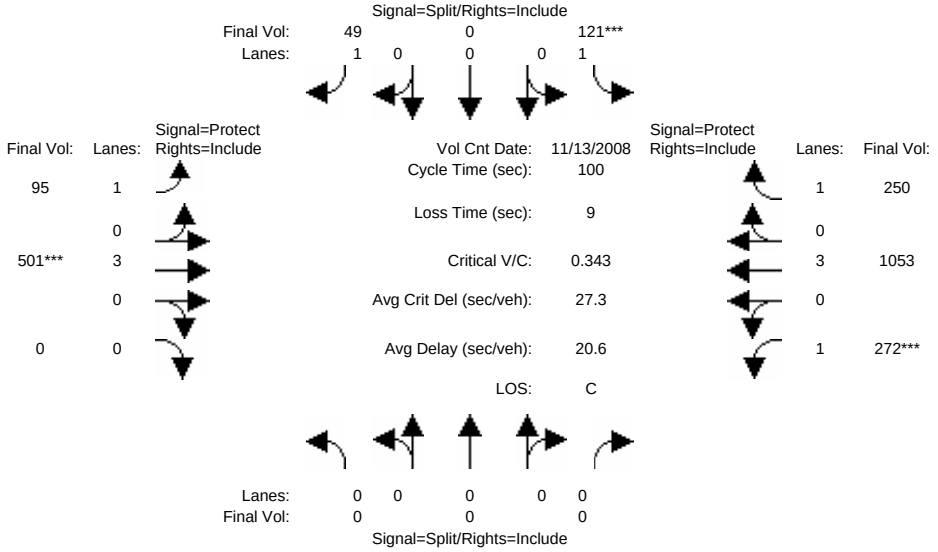
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 7:30-8:30AM												
Base Vol:	26	13	98	52	11	10	16	383	11	76	693	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	13	98	52	11	10	16	383	11	76	693	18
Added Vol:	0	0	0	0	0	0	0	30	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	13	98	52	11	10	16	413	11	76	696	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	13	98	52	11	10	16	413	11	76	696	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	13	98	52	11	10	16	413	11	76	696	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	13	98	52	11	10	16	413	11	76	696	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.67	0.33	1.00	0.83	0.17	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1200	600	1750	1486	314	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.06	0.04	0.04	0.01	0.01	0.07	0.01	0.04	0.12	0.01
Crit Moves:			****				****				****	
Green Time:	42.1	42.1	42.1	42.1	42.1	42.1	7.0	60.1	60.1	38.7	91.9	91.9
Volume/Cap:	0.08	0.08	0.20	0.12	0.12	0.02	0.20	0.18	0.02	0.17	0.20	0.02
Delay/Veh:	39.7	39.7	41.3	40.3	40.3	39.0	70.0	29.1	27.1	43.3	12.9	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	39.7	41.3	40.3	40.3	39.0	70.0	29.1	27.1	43.3	12.9	11.4
LOS by Move:	D	D	D	D	D	D	E	C	C	D	B	B
HCM2kAvgQ:	1	1	4	2	2	0	1	4	0	3	5	0

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

Martial Cottle Park

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

Intersection #3318: BLOSSOM HILL/EAGLES



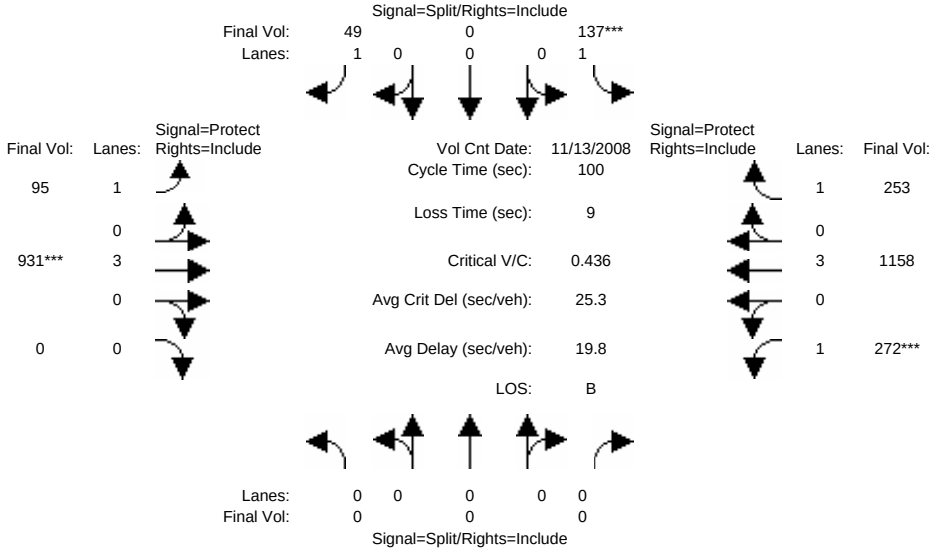
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 <<												
Base Vol:	0	0	0	121	0	49	95	501	0	272	1053	250
Growth Adj:	1.00	1.00	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	121	0	49	95	501	0	272	1053	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	121	0	49	95	501	0	272	1053	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	121	0	49	95	501	0	272	1053	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	121	0	49	95	501	0	272	1053	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	121	0	49	95	501	0	272	1053	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.03	0.05	0.09	0.00	0.16	0.18	0.14
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	20.1	0.0	20.1	19.5	25.6	0.0	45.3	51.4	51.4
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.14	0.28	0.34	0.00	0.34	0.36	0.28
Delay/Veh:	0.0	0.0	0.0	34.8	0.0	33.0	34.7	30.5	0.0	18.0	14.6	14.0
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	34.8	0.0	33.0	34.7	30.5	0.0	18.0	14.6	14.0
LOS by Move:	A	A	A	C	A	C	C	C	A	B	B	B
HCM2kAvgQ:	0	0	0	4	0	1	3	4	0	6	6	5

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

Martial Cottle Park

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

Intersection #3318: BLOSSOM HILL/EAGLES



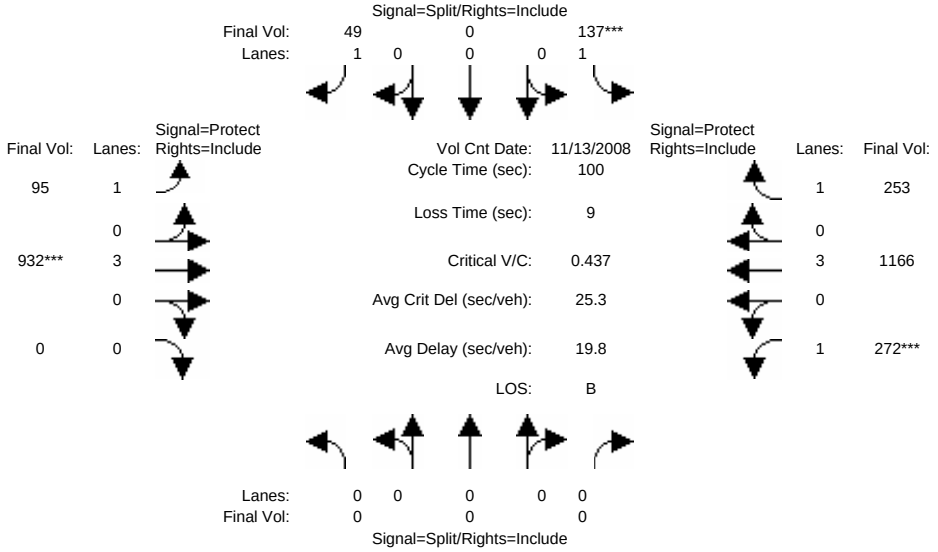
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 <<												
Base Vol:	0	0	0	121	0	49	95	501	0	272	1053	250
Growth Adj:	1.00	1.00	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	121	0	49	95	501	0	272	1053	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	16	0	0	0	430	0	0	105	3
Initial Fut:	0	0	0	137	0	49	95	931	0	272	1158	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	137	0	49	95	931	0	272	1158	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	0	49	95	931	0	272	1158	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	137	0	49	95	931	0	272	1158	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.03	0.05	0.16	0.00	0.16	0.20	0.14
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	17.9	0.0	17.9	18.7	37.4	0.0	35.6	54.3	54.3
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.16	0.29	0.44	0.00	0.44	0.37	0.27
Delay/Veh:	0.0	0.0	0.0	37.5	0.0	34.9	35.4	23.5	0.0	25.0	13.2	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.5	0.0	34.9	35.4	23.5	0.0	25.0	13.2	12.3
LOS by Move:	A	A	A	D	A	C	D	C	A	C	B	B
HCM2kAvgQ:	0	0	0	4	0	1	3	7	0	7	7	4

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

Martial Cottle Park

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

Intersection #3318: BLOSSOM HILL/EAGLES



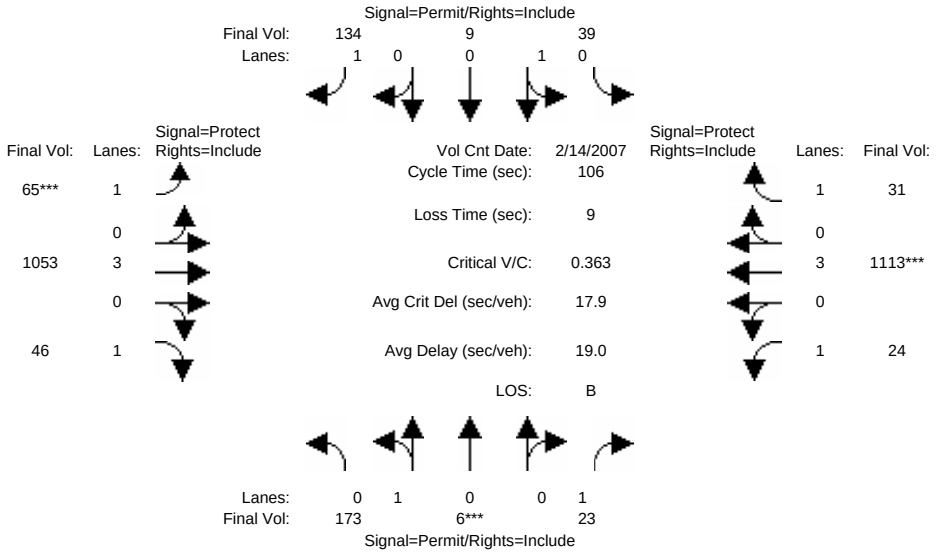
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 <<												
Base Vol:	0	0	0	121	0	49	95	501	0	272	1053	250
Growth Adj:	1.00	1.00	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	121	0	49	95	501	0	272	1053	250
Added Vol:	0	0	0	0	0	0	0	1	0	0	8	0
PasserByVol:	0	0	0	16	0	0	0	430	0	0	105	3
Initial Fut:	0	0	0	137	0	49	95	932	0	272	1166	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	137	0	49	95	932	0	272	1166	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	0	49	95	932	0	272	1166	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	137	0	49	95	932	0	272	1166	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.03	0.05	0.16	0.00	0.16	0.20	0.14
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	17.9	0.0	17.9	18.6	37.5	0.0	35.6	54.4	54.4
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.16	0.29	0.44	0.00	0.44	0.38	0.27
Delay/Veh:	0.0	0.0	0.0	37.5	0.0	34.9	35.5	23.5	0.0	25.0	13.1	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.5	0.0	34.9	35.5	23.5	0.0	25.0	13.1	12.3
LOS by Move:	A	A	A	D	A	C	D	C	A	C	B	B
HCM2kAvgQ:	0	0	0	4	0	1	3	7	0	7	7	4

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

Martial Cottle Park

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

Intersection #3322: BLOSSOM HILL/JUDITH



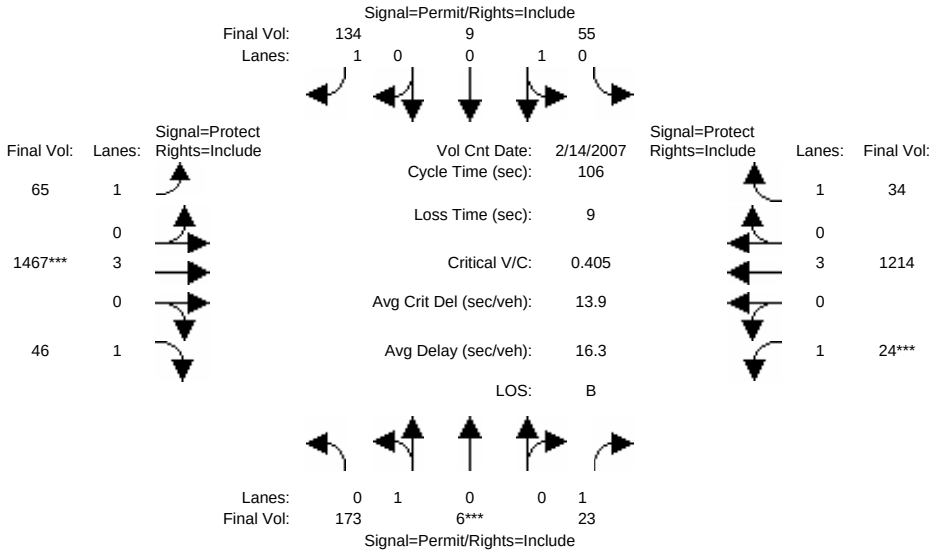
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 14 Feb 2007 << 7:45-8:45AM												
Base Vol:	173	6	23	39	9	134	65	1053	46	24	1113	31
Growth Adj:	1.00	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	6	23	39	9	134	65	1053	46	24	1113	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	6	23	39	9	134	65	1053	46	24	1113	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	6	23	39	9	134	65	1053	46	24	1113	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	6	23	39	9	134	65	1053	46	24	1113	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	6	23	39	9	134	65	1053	46	24	1113	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.97	0.03	1.00	0.81	0.19	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1740	60	1750	1462	337	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.01	0.03	0.03	0.08	0.04	0.18	0.03	0.01	0.20	0.02
Crit Moves:		****					****				****	
Green Time:	29.1	29.1	29.1	29.1	29.1	29.1	10.9	50.0	50.0	17.9	57.1	57.1
Volume/Cap:	0.36	0.36	0.05	0.10	0.10	0.28	0.36	0.39	0.06	0.08	0.36	0.03
Delay/Veh:	31.5	31.5	28.3	28.8	28.8	30.6	45.6	18.2	15.2	37.2	14.1	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	31.5	28.3	28.8	28.8	30.6	45.6	18.2	15.2	37.2	14.1	11.5
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	5	5	1	1	1	4	2	7	1	1	7	0

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

Martial Cottle Park

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

Intersection #3322: BLOSSOM HILL/JUDITH



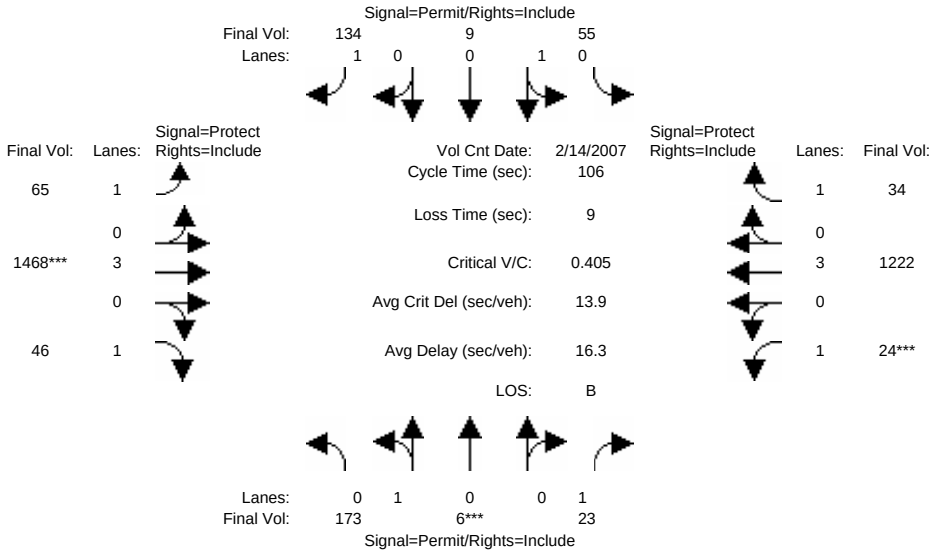
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 14 Feb 2007 << 7:45-8:45AM												
Base Vol:	173	6	23	39	9	134	65	1053	46	24	1113	31
Growth Adj:	1.00	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	6	23	39	9	134	65	1053	46	24	1113	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	16	0	0	0	414	0	0	101	3
Initial Fut:	173	6	23	55	9	134	65	1467	46	24	1214	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	6	23	55	9	134	65	1467	46	24	1214	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	6	23	55	9	134	65	1467	46	24	1214	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	6	23	55	9	134	65	1467	46	24	1214	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.97	0.03	1.00	0.86	0.14	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1740	60	1750	1547	253	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.01	0.04	0.04	0.08	0.04	0.26	0.03	0.01	0.21	0.02
Crit Moves:		****						****		****		
Green Time:	25.1	25.1	25.1	25.1	25.1	25.1	17.0	64.9	64.9	7.0	54.9	54.9
Volume/Cap:	0.42	0.42	0.06	0.15	0.15	0.32	0.23	0.42	0.04	0.21	0.41	0.04
Delay/Veh:	35.0	35.0	31.4	32.2	32.2	33.9	39.2	10.8	8.2	47.8	15.7	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	35.0	31.4	32.2	32.2	33.9	39.2	10.8	8.2	47.8	15.7	12.6
LOS by Move:	C	C	C	C	C	C	D	B	A	D	B	B
HCM2kAvgQ:	5	5	1	2	2	4	2	8	1	1	8	1

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

Martial Cottle Park

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

Intersection #3322: BLOSSOM HILL/JUDITH



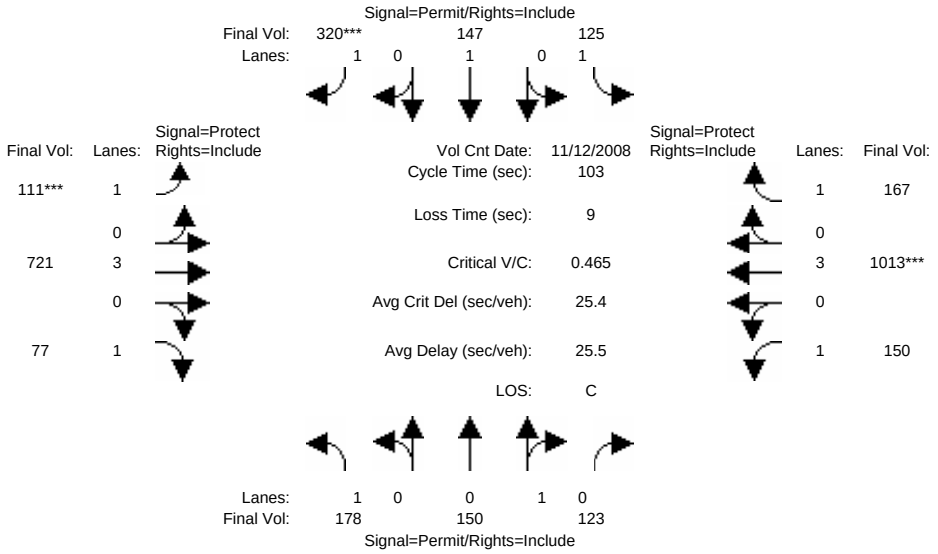
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 14 Feb 2007 << 7:45-8:45AM												
Base Vol:	173	6	23	39	9	134	65	1053	46	24	1113	31
Growth Adj:	1.00	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	6	23	39	9	134	65	1053	46	24	1113	31
Added Vol:	0	0	0	0	0	0	0	1	0	0	8	0
PasserByVol:	0	0	0	16	0	0	0	414	0	0	101	3
Initial Fut:	173	6	23	55	9	134	65	1468	46	24	1222	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	6	23	55	9	134	65	1468	46	24	1222	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	6	23	55	9	134	65	1468	46	24	1222	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	6	23	55	9	134	65	1468	46	24	1222	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.97	0.03	1.00	0.86	0.14	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1740	60	1750	1547	253	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.01	0.04	0.04	0.08	0.04	0.26	0.03	0.01	0.21	0.02
Crit Moves:		****						****		****		
Green Time:	25.1	25.1	25.1	25.1	25.1	25.1	16.9	64.9	64.9	7.0	55.0	55.0
Volume/Cap:	0.42	0.42	0.06	0.15	0.15	0.32	0.23	0.42	0.04	0.21	0.41	0.04
Delay/Veh:	35.0	35.0	31.4	32.2	32.2	33.9	39.3	10.8	8.2	47.8	15.7	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	35.0	31.4	32.2	32.2	33.9	39.3	10.8	8.2	47.8	15.7	12.5
LOS by Move:	C	C	C	C	C	C	D	B	A	D	B	B
HCM2kAvgQ:	5	5	1	2	2	4	2	8	1	1	8	1

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

Martial Cottle Park

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

Intersection #3324: BLOSSOM HILL/LEAN



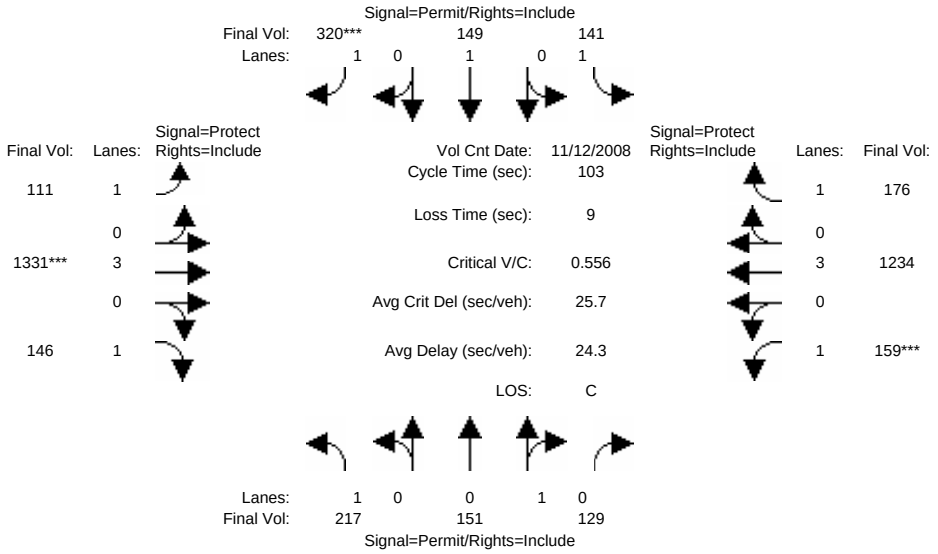
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 7:15-8:15AM												
Base Vol:	178	150	123	125	147	320	111	721	77	150	1013	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	150	123	125	147	320	111	721	77	150	1013	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	150	123	125	147	320	111	721	77	150	1013	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	150	123	125	147	320	111	721	77	150	1013	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	150	123	125	147	320	111	721	77	150	1013	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	150	123	125	147	320	111	721	77	150	1013	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.55	0.45	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	989	811	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.07	0.08	0.18	0.06	0.13	0.04	0.09	0.18	0.10
Crit Moves:						****	****				****	
Green Time:	40.5	40.5	40.5	40.5	40.5	40.5	14.1	31.9	31.9	21.6	39.4	39.4
Volume/Cap:	0.26	0.39	0.39	0.18	0.20	0.46	0.46	0.41	0.14	0.41	0.46	0.25
Delay/Veh:	21.3	22.7	22.7	20.5	20.7	23.7	42.4	28.3	25.8	35.9	24.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	22.7	22.7	20.5	20.7	23.7	42.4	28.3	25.8	35.9	24.0	21.9
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	4	7	7	3	3	8	3	6	2	4	8	4

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

Martial Cottle Park

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

Intersection #3324: BLOSSOM HILL/LEAN



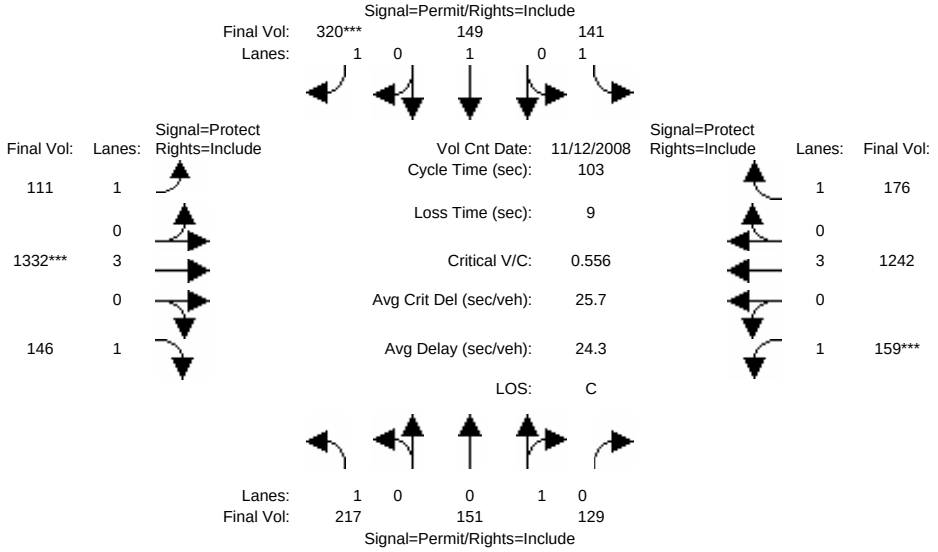
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 7:15-8:15AM												
Base Vol:	178	150	123	125	147	320	111	721	77	150	1013	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	150	123	125	147	320	111	721	77	150	1013	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	39	1	6	16	2	0	0	610	69	9	221	9
Initial Fut:	217	151	129	141	149	320	111	1331	146	159	1234	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	151	129	141	149	320	111	1331	146	159	1234	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	151	129	141	149	320	111	1331	146	159	1234	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:	217	151	129	141	149	320	111	1331	146	159	1234	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.54	0.46	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	971	829	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.08	0.08	0.18	0.06	0.23	0.08	0.09	0.22	0.10
Crit Moves:						****		****		****		
Green Time:	33.9	33.9	33.9	33.9	33.9	33.9	14.4	43.3	43.3	16.8	45.8	45.8
Volume/Cap:	0.38	0.47	0.47	0.24	0.24	0.56	0.45	0.56	0.20	0.56	0.49	0.23
Delay/Veh:	26.9	28.1	28.1	25.4	25.4	29.6	42.1	22.9	19.0	42.0	20.5	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	28.1	28.1	25.4	25.4	29.6	42.1	22.9	19.0	42.0	20.5	17.8
LOS by Move:	C	C	C	C	C	C	D	C	B	D	C	B
HCM2kAvgQ:	6	8	8	4	3	9	3	10	3	5	9	4

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

Martial Cottle Park

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

Intersection #3324: BLOSSOM HILL/LEAN



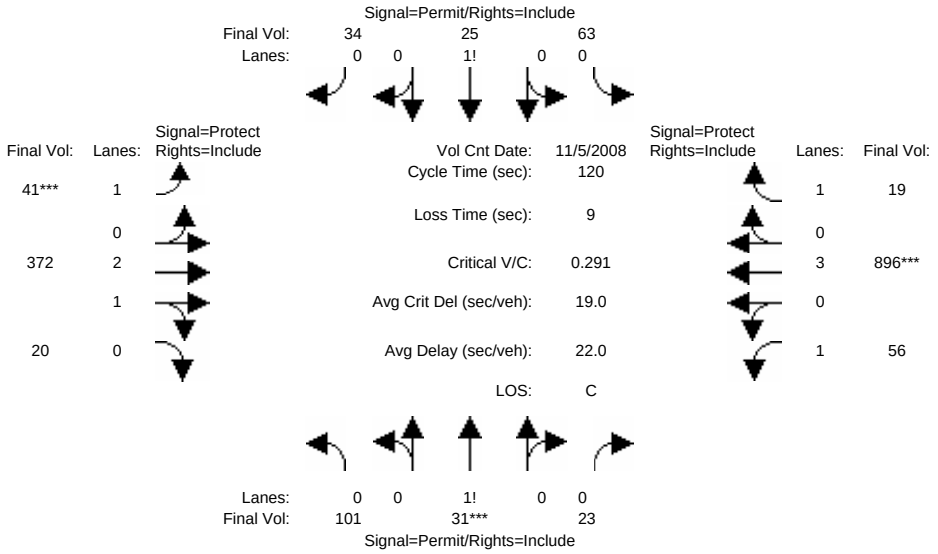
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 7:15-8:15AM												
Base Vol:	178	150	123	125	147	320	111	721	77	150	1013	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	150	123	125	147	320	111	721	77	150	1013	167
Added Vol:	0	0	0	0	0	0	0	1	0	0	8	0
PasserByVol:	39	1	6	16	2	0	0	610	69	9	221	9
Initial Fut:	217	151	129	141	149	320	111	1332	146	159	1242	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	151	129	141	149	320	111	1332	146	159	1242	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	151	129	141	149	320	111	1332	146	159	1242	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:	217	151	129	141	149	320	111	1332	146	159	1242	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.54	0.46	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	971	829	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.08	0.08	0.18	0.06	0.23	0.08	0.09	0.22	0.10
Crit Moves:						****		****		****		
Green Time:	33.9	33.9	33.9	33.9	33.9	33.9	14.3	43.3	43.3	16.8	45.8	45.8
Volume/Cap:	0.38	0.47	0.47	0.24	0.24	0.56	0.46	0.56	0.20	0.56	0.49	0.23
Delay/Veh:	26.9	28.1	28.1	25.5	25.4	29.6	42.1	22.9	19.0	42.1	20.4	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	28.1	28.1	25.5	25.4	29.6	42.1	22.9	19.0	42.1	20.4	17.8
LOS by Move:	C	C	C	C	C	C	D	C	B	D	C	B
HCM2kAvgQ:	6	8	8	4	3	9	3	10	3	5	9	4

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

Martial Cottle Park

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

Intersection #3328: BLOSSOM HILL/PLAYA DEL REY



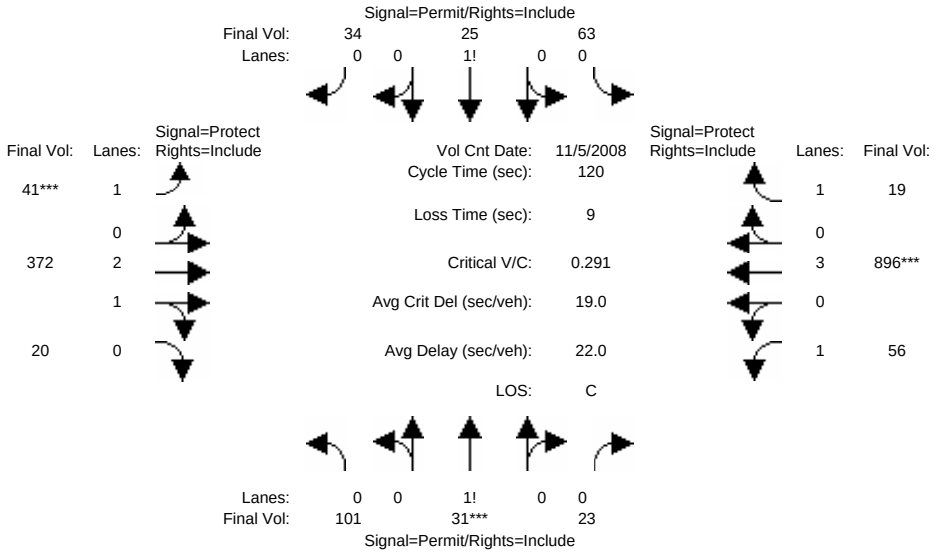
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Nov 2008 << 8:00-9:00AM												
Base Vol:	101	31	23	63	25	34	41	372	20	56	896	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	31	23	63	25	34	41	372	20	56	896	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	31	23	63	25	34	41	372	20	56	896	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	31	23	63	25	34	41	372	20	56	896	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	31	23	63	25	34	41	372	20	56	896	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	31	23	63	25	34	41	372	20	56	896	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.65	0.20	0.15	0.52	0.20	0.28	1.00	2.84	0.16	1.00	3.00	1.00
Final Sat.:	1140	350	260	904	359	488	1750	5314	286	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.07	0.07	0.02	0.07	0.07	0.03	0.16	0.01
Crit Moves:		****					****				****	
Green Time:	36.5	36.5	36.5	36.5	36.5	36.5	9.7	43.8	43.8	30.7	64.8	64.8
Volume/Cap:	0.29	0.29	0.29	0.23	0.23	0.23	0.29	0.19	0.19	0.13	0.29	0.02
Delay/Veh:	32.2	32.2	32.2	31.4	31.4	31.4	53.1	26.1	26.1	34.5	15.1	12.8
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:	32.2	32.2	32.2	31.4	31.4	31.4	53.1	26.1	26.1	34.5	15.1	12.8
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	B
HCM2kAvgQ:	5	5	5	4	4	4	1	3	3	2	6	0

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

Martial Cottle Park

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

Intersection #3328: BLOSSOM HILL/PLAYA DEL REY



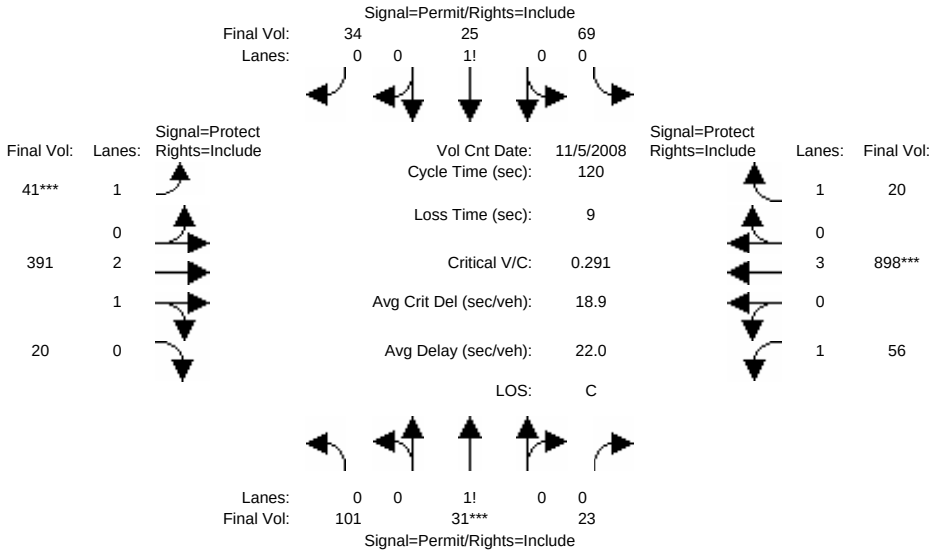
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Nov 2008 << 8:00-9:00AM												
Base Vol:	101	31	23	63	25	34	41	372	20	56	896	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	31	23	63	25	34	41	372	20	56	896	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	31	23	63	25	34	41	372	20	56	896	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	31	23	63	25	34	41	372	20	56	896	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	31	23	63	25	34	41	372	20	56	896	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	31	23	63	25	34	41	372	20	56	896	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.65	0.20	0.15	0.52	0.20	0.28	1.00	2.84	0.16	1.00	3.00	1.00
Final Sat.:	1140	350	260	904	359	488	1750	5314	286	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.07	0.07	0.02	0.07	0.07	0.03	0.16	0.01
Crit Moves:		****					****				****	
Green Time:	36.5	36.5	36.5	36.5	36.5	36.5	9.7	43.8	43.8	30.7	64.8	64.8
Volume/Cap:	0.29	0.29	0.29	0.23	0.23	0.23	0.29	0.19	0.19	0.13	0.29	0.02
Delay/Veh:	32.2	32.2	32.2	31.4	31.4	31.4	53.1	26.1	26.1	34.5	15.1	12.8
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:	32.2	32.2	32.2	31.4	31.4	31.4	53.1	26.1	26.1	34.5	15.1	12.8
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	B
HCM2kAvgQ:	5	5	5	4	4	4	1	3	3	2	6	0

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

Martial Cottle Park

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

Intersection #3328: BLOSSOM HILL/PLAYA DEL REY



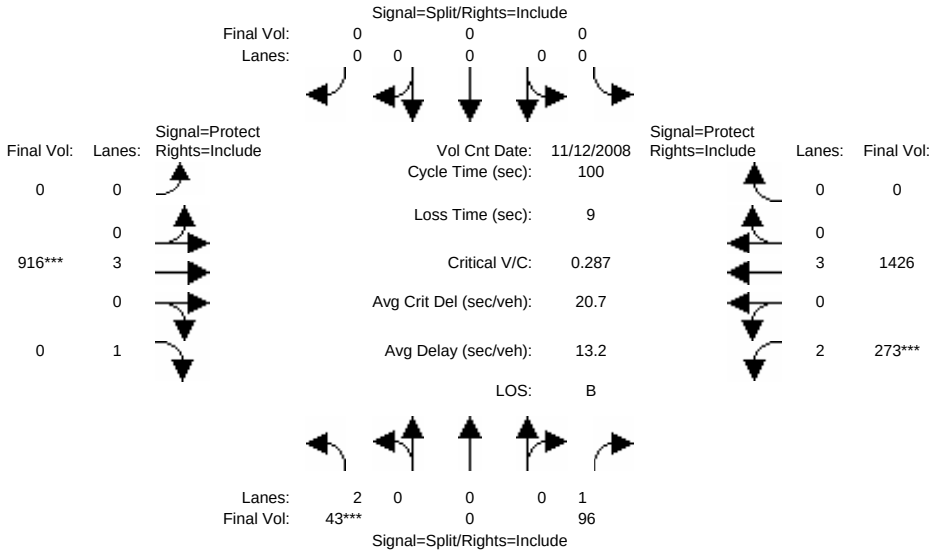
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Nov 2008 << 8:00-9:00AM												
Base Vol:	101	31	23	63	25	34	41	372	20	56	896	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	31	23	63	25	34	41	372	20	56	896	19
Added Vol:	0	0	0	6	0	0	0	19	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	31	23	69	25	34	41	391	20	56	898	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	31	23	69	25	34	41	391	20	56	898	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	31	23	69	25	34	41	391	20	56	898	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	31	23	69	25	34	41	391	20	56	898	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.65	0.20	0.15	0.54	0.19	0.27	1.00	2.85	0.15	1.00	3.00	1.00
Final Sat.:	1140	350	260	943	342	465	1750	5327	272	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.07	0.07	0.02	0.07	0.07	0.03	0.16	0.01
Crit Moves:		****					****				****	
Green Time:	36.5	36.5	36.5	36.5	36.5	36.5	9.6	43.8	43.8	30.7	64.9	64.9
Volume/Cap:	0.29	0.29	0.29	0.24	0.24	0.24	0.29	0.20	0.20	0.13	0.29	0.02
Delay/Veh:	32.2	32.2	32.2	31.6	31.6	31.6	53.1	26.1	26.1	34.5	15.1	12.8
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:	32.2	32.2	32.2	31.6	31.6	31.6	53.1	26.1	26.1	34.5	15.1	12.8
LOS by Move:	C	C	C	C	C	C	D	C	C	C	B	B
HCM2kAvgQ:	5	5	5	4	4	4	1	3	3	2	6	0

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

Martial Cottle Park

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

Intersection #3330: BLOSSOM HILL/POUGHKEEPSIE



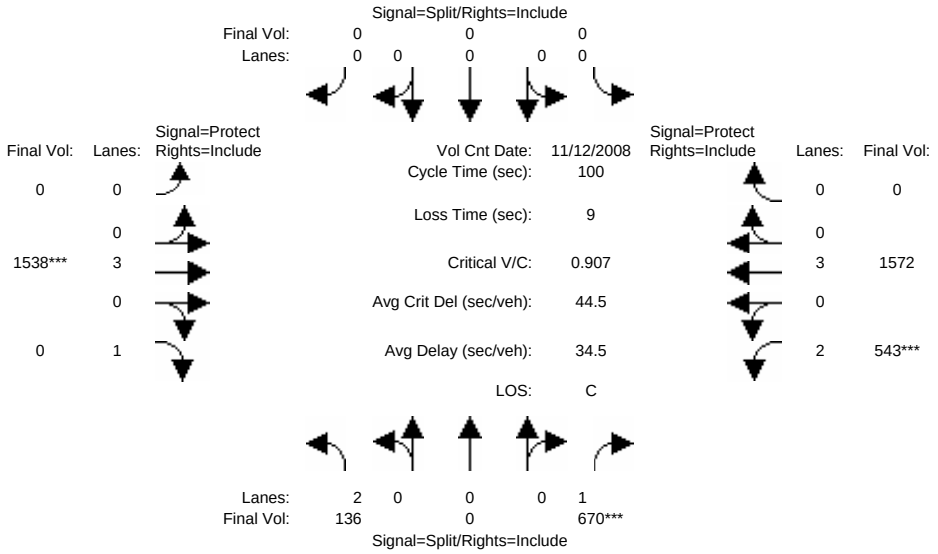
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 7:30-8:30AM												
Base Vol:	43	0	96	0	0	0	0	916	29	273	1426	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	0	96	0	0	0	0	916	29	273	1426	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	0	96	0	0	0	0	916	29	273	1426	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	96	0	0	0	0	916	0	273	1426	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	96	0	0	0	0	916	0	273	1426	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:	43	0	96	0	0	0	0	916	0	273	1426	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.05	0.00	0.00	0.00	0.00	0.16	0.00	0.09	0.25	0.00
Crit Moves:	****							****		****		
Green Time:	19.1	0.0	19.1	0.0	0.0	0.0	0.0	46.7	0.0	25.2	71.9	0.0
Volume/Cap:	0.07	0.00	0.29	0.00	0.00	0.00	0.00	0.34	0.00	0.34	0.35	0.00
Delay/Veh:	33.2	0.0	35.1	0.0	0.0	0.0	0.0	17.0	0.0	30.9	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	0.0	35.1	0.0	0.0	0.0	0.0	17.0	0.0	30.9	5.3	0.0
LOS by Move:	C	A	D	A	A	A	A	B	A	C	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	6	0	4	5	0

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

Martial Cottle Park

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

Intersection #3330: BLOSSOM HILL/POUGHKEEPSIE



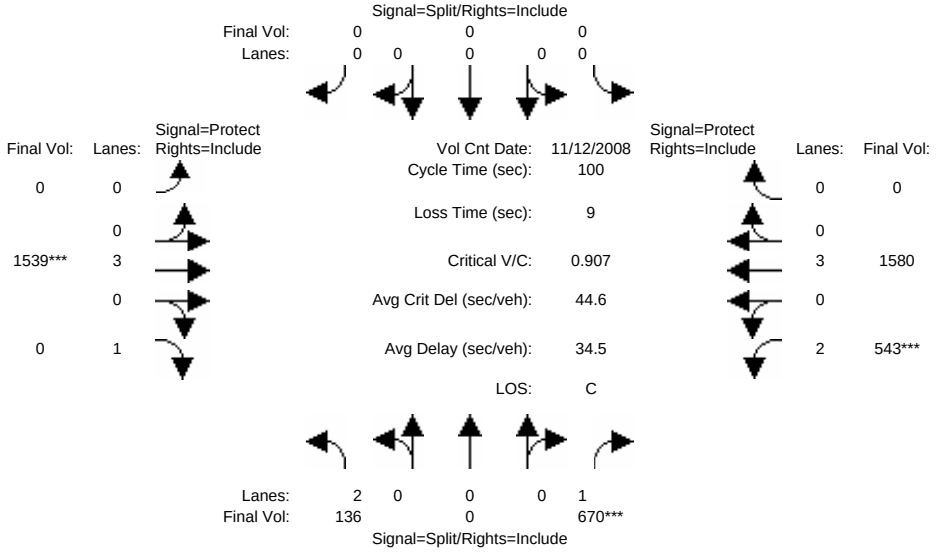
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 7:30-8:30AM												
Base Vol:	43	0	96	0	0	0	0	916	29	273	1426	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	0	96	0	0	0	0	916	29	273	1426	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	93	0	574	0	0	0	0	622	131	270	146	0
Initial Fut:	136	0	670	0	0	0	0	1538	160	543	1572	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	0	670	0	0	0	0	1538	0	543	1572	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	0	670	0	0	0	0	1538	0	543	1572	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:	136	0	670	0	0	0	0	1538	0	543	1572	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.38	0.00	0.00	0.00	0.00	0.27	0.00	0.17	0.28	0.00
Crit Moves:			****					****		****		
Green Time:	42.2	0.0	42.2	0.0	0.0	0.0	0.0	29.8	0.0	19.0	48.8	0.0
Volume/Cap:	0.10	0.00	0.91	0.00	0.00	0.00	0.00	0.91	0.00	0.91	0.57	0.00
Delay/Veh:	17.5	0.0	41.9	0.0	0.0	0.0	0.0	41.2	0.0	57.1	18.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	0.0	41.9	0.0	0.0	0.0	0.0	41.2	0.0	57.1	18.4	0.0
LOS by Move:	B	A	D	A	A	A	A	D	A	E	B	A
HCM2kAvgQ:	1	0	25	0	0	0	0	16	0	11	11	0

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

Martial Cottle Park

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

Intersection #3330: BLOSSOM HILL/POUGHKEEPSIE



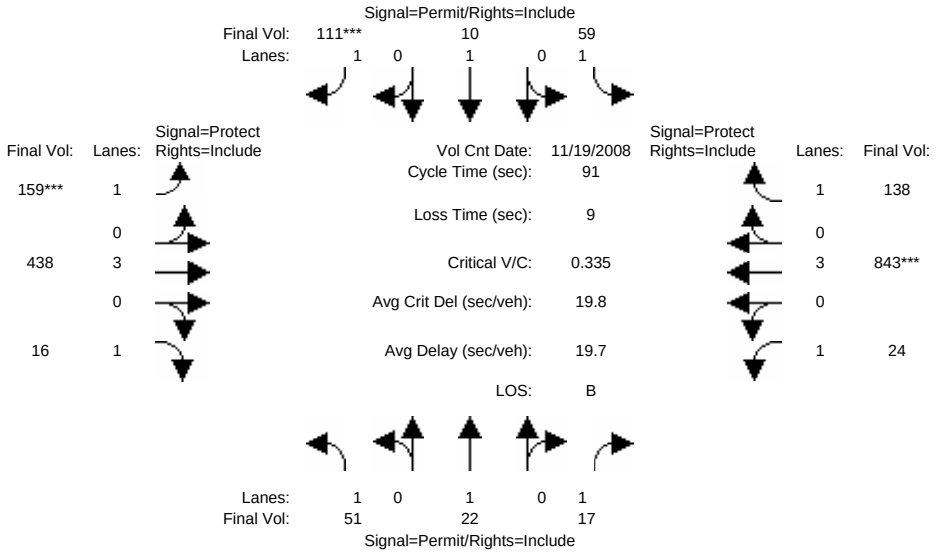
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 7:30-8:30AM												
Base Vol:	43	0	96	0	0	0	0	916	29	273	1426	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	0	96	0	0	0	0	916	29	273	1426	0
Added Vol:	0	0	0	0	0	0	0	1	0	0	8	0
PasserByVol:	93	0	574	0	0	0	0	622	131	270	146	0
Initial Fut:	136	0	670	0	0	0	0	1539	160	543	1580	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	0	670	0	0	0	0	1539	0	543	1580	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	0	670	0	0	0	0	1539	0	543	1580	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:	136	0	670	0	0	0	0	1539	0	543	1580	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.38	0.00	0.00	0.00	0.00	0.27	0.00	0.17	0.28	0.00
Crit Moves:			****					****		****		
Green Time:	42.2	0.0	42.2	0.0	0.0	0.0	0.0	29.8	0.0	19.0	48.8	0.0
Volume/Cap:	0.10	0.00	0.91	0.00	0.00	0.00	0.00	0.91	0.00	0.91	0.57	0.00
Delay/Veh:	17.5	0.0	41.9	0.0	0.0	0.0	0.0	41.2	0.0	57.2	18.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	0.0	41.9	0.0	0.0	0.0	0.0	41.2	0.0	57.2	18.4	0.0
LOS by Move:	B	A	D	A	A	A	A	D	A	E	B	A
HCM2kAvgQ:	1	0	25	0	0	0	0	16	0	11	11	0

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

Martial Cottle Park

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

Intersection #3351: BRANHAM/NARVAEZ



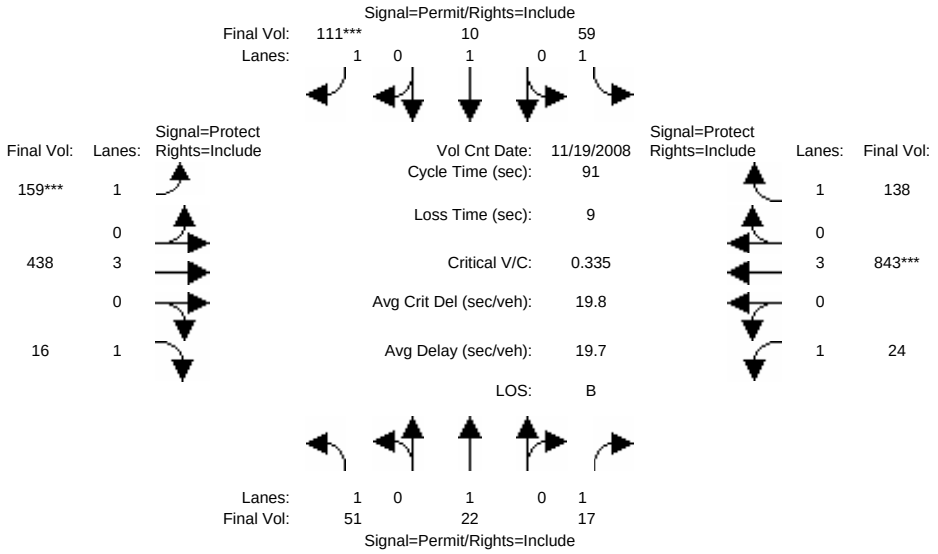
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30AM												
Base Vol:	51	22	17	59	10	111	159	438	16	24	843	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	22	17	59	10	111	159	438	16	24	843	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	22	17	59	10	111	159	438	16	24	843	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	22	17	59	10	111	159	438	16	24	843	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	22	17	59	10	111	159	438	16	24	843	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	51	22	17	59	10	111	159	438	16	24	843	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.03	0.01	0.06	0.09	0.08	0.01	0.01	0.15	0.08
Crit Moves:						****	****				****	
Green Time:	17.2	17.2	17.2	17.2	17.2	17.2	24.7	38.1	38.1	26.7	40.1	40.1
Volume/Cap:	0.15	0.06	0.05	0.18	0.03	0.34	0.34	0.18	0.02	0.05	0.34	0.18
Delay/Veh:	31.0	30.3	30.3	31.2	30.1	32.5	27.0	16.7	15.5	23.1	16.8	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	30.3	30.3	31.2	30.1	32.5	27.0	16.7	15.5	23.1	16.8	15.5
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	1	1	0	1	0	3	4	3	0	1	5	3

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

Martial Cottle Park

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

Intersection #3351: BRANHAM/NARVAEZ



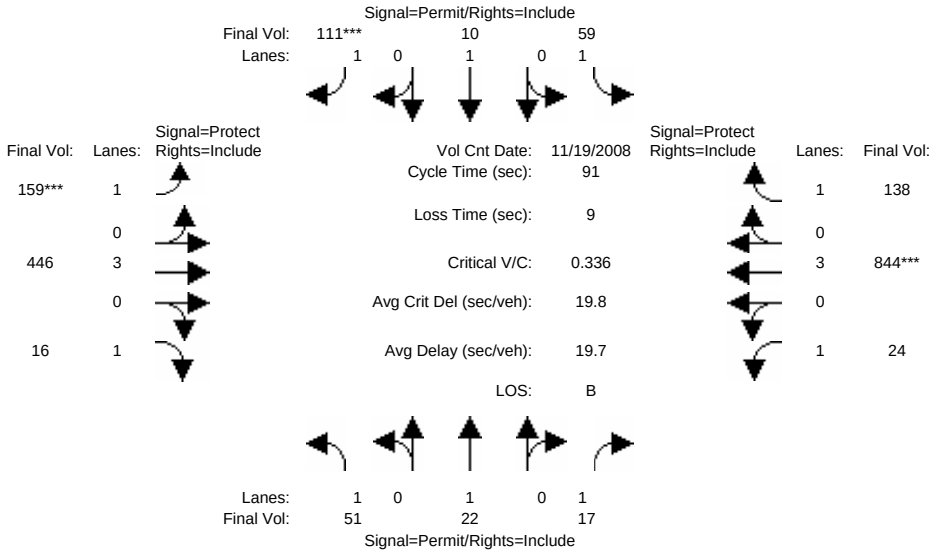
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30AM												
Base Vol:	51	22	17	59	10	111	159	438	16	24	843	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	22	17	59	10	111	159	438	16	24	843	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	22	17	59	10	111	159	438	16	24	843	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	22	17	59	10	111	159	438	16	24	843	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	22	17	59	10	111	159	438	16	24	843	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	51	22	17	59	10	111	159	438	16	24	843	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.03	0.01	0.06	0.09	0.08	0.01	0.01	0.15	0.08
Crit Moves:						****	****				****	
Green Time:	17.2	17.2	17.2	17.2	17.2	17.2	24.7	38.1	38.1	26.7	40.1	40.1
Volume/Cap:	0.15	0.06	0.05	0.18	0.03	0.34	0.34	0.18	0.02	0.05	0.34	0.18
Delay/Veh:	31.0	30.3	30.3	31.2	30.1	32.5	27.0	16.7	15.5	23.1	16.8	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	30.3	30.3	31.2	30.1	32.5	27.0	16.7	15.5	23.1	16.8	15.5
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	1	1	0	1	0	3	4	3	0	1	5	3

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

Martial Cottle Park

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

Intersection #3351: BRANHAM/NARVAEZ



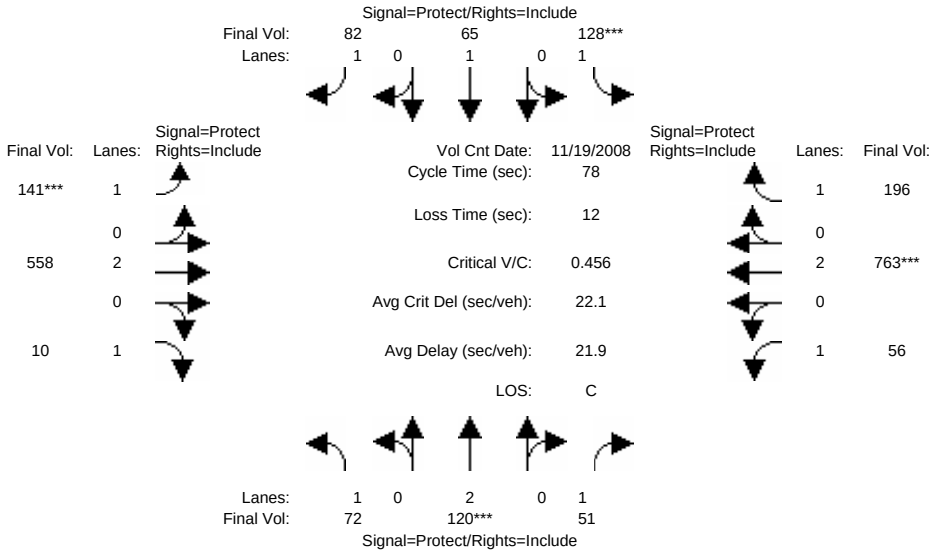
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Nov 2008 << 7:30-8:30AM												
Base Vol:	51	22	17	59	10	111	159	438	16	24	843	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	22	17	59	10	111	159	438	16	24	843	138
Added Vol:	0	0	0	0	0	0	0	8	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	22	17	59	10	111	159	446	16	24	844	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	22	17	59	10	111	159	446	16	24	844	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	22	17	59	10	111	159	446	16	24	844	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	51	22	17	59	10	111	159	446	16	24	844	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.03	0.01	0.06	0.09	0.08	0.01	0.01	0.15	0.08
Crit Moves:						****	****				****	
Green Time:	17.2	17.2	17.2	17.2	17.2	17.2	24.6	38.1	38.1	26.7	40.2	40.2
Volume/Cap:	0.15	0.06	0.05	0.18	0.03	0.34	0.34	0.19	0.02	0.05	0.34	0.18
Delay/Veh:	31.0	30.3	30.3	31.2	30.1	32.6	27.0	16.7	15.5	23.1	16.8	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	30.3	30.3	31.2	30.1	32.6	27.0	16.7	15.5	23.1	16.8	15.5
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	1	1	0	1	0	3	4	3	0	1	5	3

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

Martial Cottle Park

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

Intersection #3355: BRANHAM/VISTAPARK



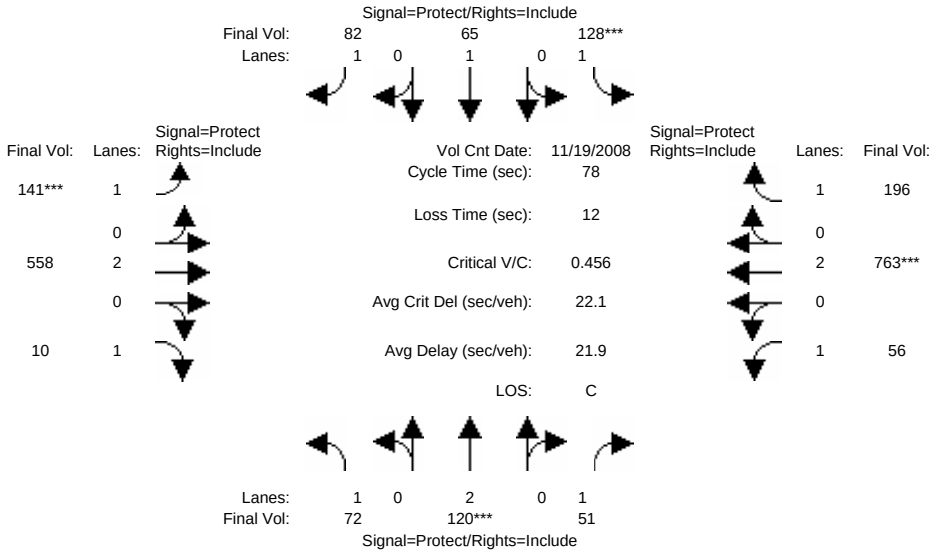
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Nov 2008 << 7:15-8:15AM												
Base Vol:	72	120	51	128	65	82	141	558	10	56	763	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	120	51	128	65	82	141	558	10	56	763	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	120	51	128	65	82	141	558	10	56	763	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	120	51	128	65	82	141	558	10	56	763	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	120	51	128	65	82	141	558	10	56	763	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	72	120	51	128	65	82	141	558	10	56	763	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.07	0.03	0.05	0.08	0.15	0.01	0.03	0.20	0.11
Crit Moves:		****		****			****				****	
Green Time:	8.9	10.0	10.0	11.6	12.7	12.7	12.7	27.6	27.6	16.9	31.7	31.7
Volume/Cap:	0.36	0.25	0.23	0.49	0.21	0.29	0.49	0.42	0.02	0.15	0.49	0.28
Delay/Veh:	33.1	30.9	31.0	32.0	28.7	29.3	31.0	19.3	16.4	24.9	17.4	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	30.9	31.0	32.0	28.7	29.3	31.0	19.3	16.4	24.9	17.4	15.7
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	2	1	1	3	1	2	4	5	0	1	7	3

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

Martial Cottle Park

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

Intersection #3355: BRANHAM/VISTAPARK



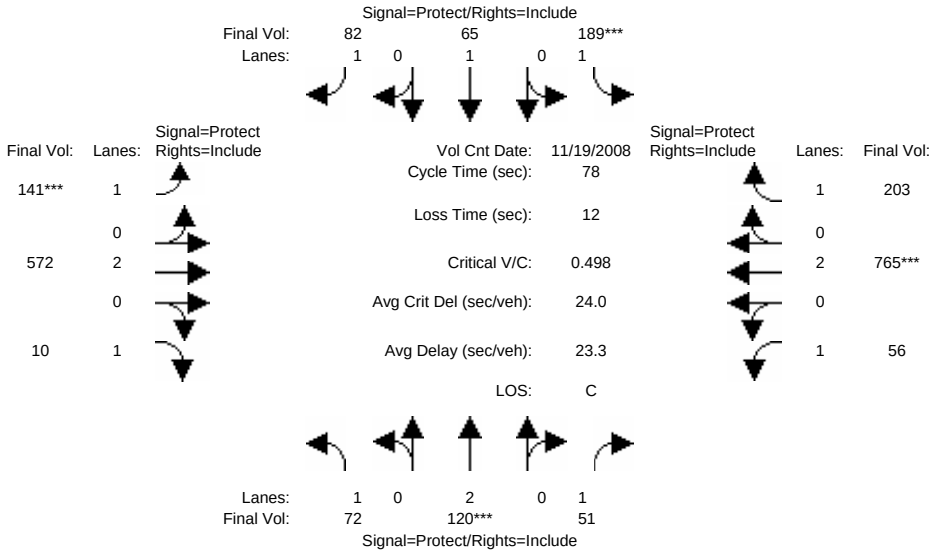
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Nov 2008 << 7:15-8:15AM												
Base Vol:	72	120	51	128	65	82	141	558	10	56	763	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	120	51	128	65	82	141	558	10	56	763	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	120	51	128	65	82	141	558	10	56	763	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	120	51	128	65	82	141	558	10	56	763	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	120	51	128	65	82	141	558	10	56	763	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	72	120	51	128	65	82	141	558	10	56	763	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.07	0.03	0.05	0.08	0.15	0.01	0.03	0.20	0.11
Crit Moves:		****		****			****				****	
Green Time:	8.9	10.0	10.0	11.6	12.7	12.7	12.7	27.6	27.6	16.9	31.7	31.7
Volume/Cap:	0.36	0.25	0.23	0.49	0.21	0.29	0.49	0.42	0.02	0.15	0.49	0.28
Delay/Veh:	33.1	30.9	31.0	32.0	28.7	29.3	31.0	19.3	16.4	24.9	17.4	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	30.9	31.0	32.0	28.7	29.3	31.0	19.3	16.4	24.9	17.4	15.7
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	2	1	1	3	1	2	4	5	0	1	7	3

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

Martial Cottle Park

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

Intersection #3355: BRANHAM/VISTAPARK



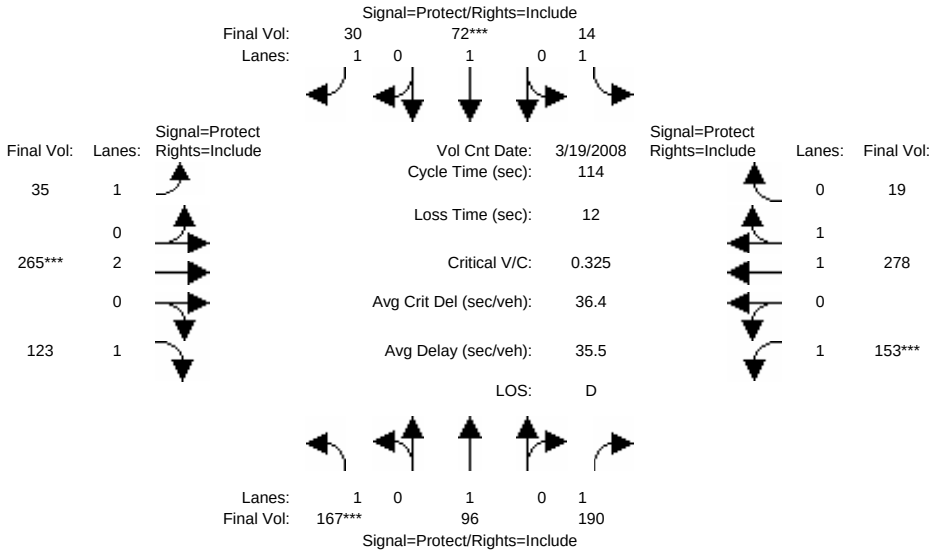
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Nov 2008 << 7:15-8:15AM												
Base Vol:	72	120	51	128	65	82	141	558	10	56	763	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	120	51	128	65	82	141	558	10	56	763	196
Added Vol:	0	0	0	61	0	0	0	14	0	0	2	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	120	51	189	65	82	141	572	10	56	765	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	120	51	189	65	82	141	572	10	56	765	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	120	51	189	65	82	141	572	10	56	765	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	120	51	189	65	82	141	572	10	56	765	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.11	0.03	0.05	0.08	0.15	0.01	0.03	0.20	0.12
Crit Moves:		****		****			****				****	
Green Time:	10.5	10.0	10.0	15.5	15.0	15.0	11.6	25.4	25.4	15.1	28.9	28.9
Volume/Cap:	0.31	0.25	0.23	0.54	0.18	0.24	0.54	0.46	0.02	0.17	0.54	0.31
Delay/Veh:	31.2	30.9	31.0	29.8	26.6	27.1	33.1	21.2	17.9	26.4	19.8	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	30.9	31.0	29.8	26.6	27.1	33.1	21.2	17.9	26.4	19.8	17.7
LOS by Move:	C	C	C	C	C	C	C	C	B	C	B	B
HCM2kAvgQ:	2	1	1	4	1	2	4	6	0	1	7	4

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

Martial Cottle Park

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

Intersection #3401: CHYNOWETH/LEAN



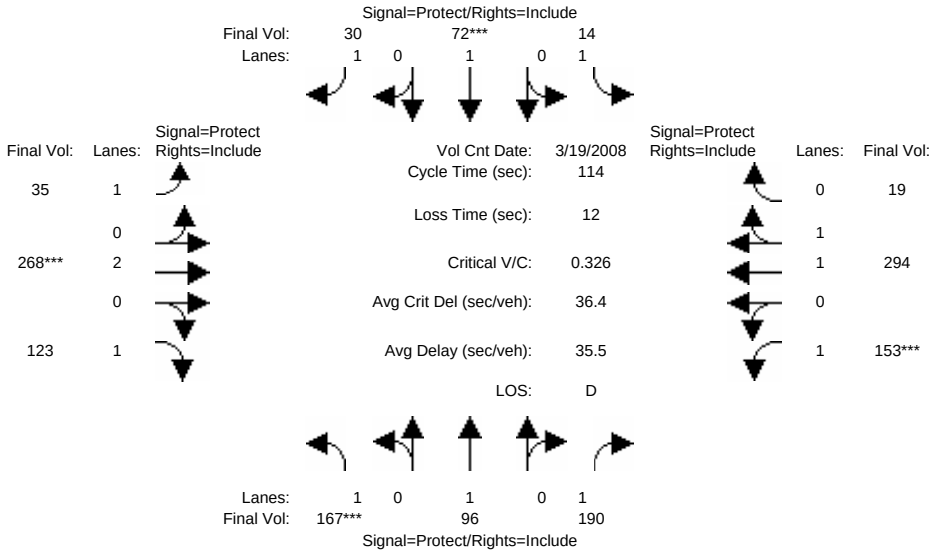
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Mar 2008 << 7:15-8:15AM												
Base Vol:	167	96	190	14	72	30	35	265	123	153	278	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	96	190	14	72	30	35	265	123	153	278	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	96	190	14	72	30	35	265	123	153	278	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	96	190	14	72	30	35	265	123	153	278	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	96	190	14	72	30	35	265	123	153	278	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	96	190	14	72	30	35	265	123	153	278	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3463	237
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.11	0.01	0.04	0.02	0.02	0.07	0.07	0.09	0.08	0.08
Crit Moves:	****				****			****		****		
Green Time:	33.5	29.9	29.9	16.9	13.3	13.3	22.7	24.5	24.5	30.7	32.5	32.5
Volume/Cap:	0.32	0.19	0.41	0.05	0.32	0.15	0.10	0.32	0.33	0.32	0.28	0.28
Delay/Veh:	31.8	32.9	35.4	41.8	47.1	45.6	37.4	38.0	38.3	33.8	31.9	31.9
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:	31.8	32.9	35.4	41.8	47.1	45.6	37.4	38.0	38.3	33.8	31.9	31.9
LOS by Move:	C	C	D	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	5	3	6	0	3	1	1	4	4	4	4	4

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

Martial Cottle Park

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

Intersection #3401: CHYNOWETH/LEAN



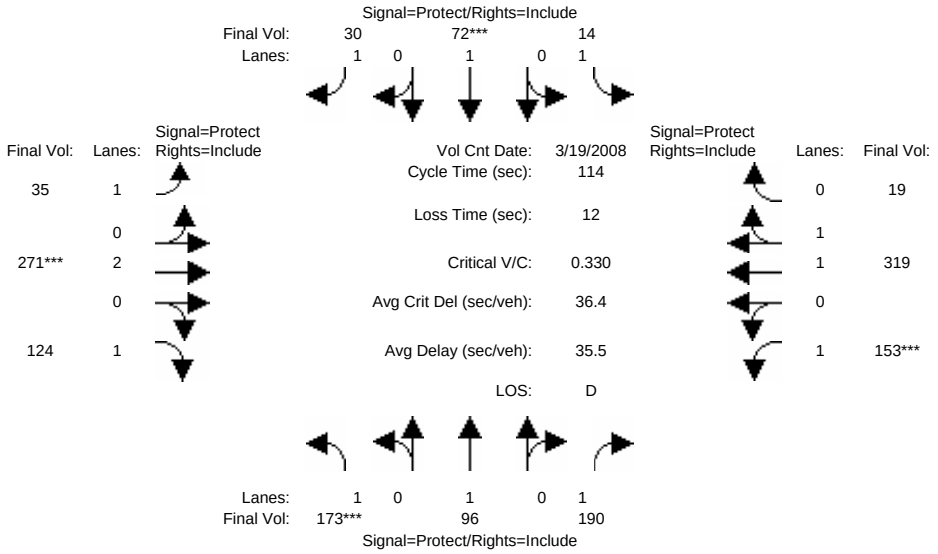
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Mar 2008 << 7:15-8:15AM												
Base Vol:	167	96	190	14	72	30	35	265	123	153	278	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	96	190	14	72	30	35	265	123	153	278	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	3	0	0	16	0
Initial Fut:	167	96	190	14	72	30	35	268	123	153	294	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	96	190	14	72	30	35	268	123	153	294	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	96	190	14	72	30	35	268	123	153	294	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	96	190	14	72	30	35	268	123	153	294	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3475	225
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.11	0.01	0.04	0.02	0.02	0.07	0.07	0.09	0.08	0.08
Crit Moves:	****				****			****		****		
Green Time:	33.4	29.8	29.8	16.9	13.3	13.3	22.8	24.7	24.7	30.6	32.5	32.5
Volume/Cap:	0.33	0.19	0.42	0.05	0.33	0.15	0.10	0.33	0.32	0.33	0.30	0.30
Delay/Veh:	31.9	32.9	35.5	41.8	47.1	45.6	37.4	37.9	38.1	33.8	32.0	32.0
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:	31.9	32.9	35.5	41.8	47.1	45.6	37.4	37.9	38.1	33.8	32.0	32.0
LOS by Move:	C	C	D	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	5	3	6	0	3	1	1	4	4	4	4	4

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

Martial Cottle Park

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

Intersection #3401: CHYNOWETH/LEAN



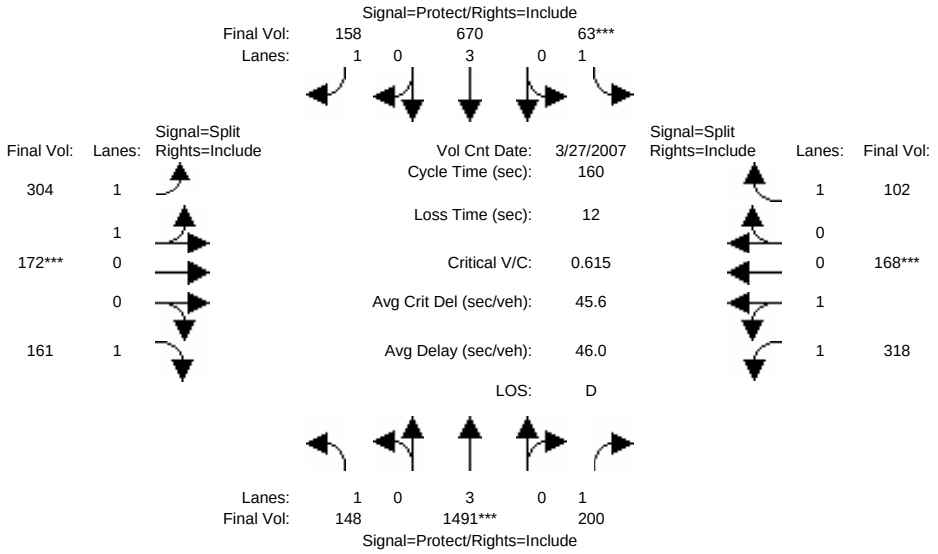
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Mar 2008 << 7:15-8:15AM												
Base Vol:	167	96	190	14	72	30	35	265	123	153	278	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	96	190	14	72	30	35	265	123	153	278	19
Added Vol:	6	0	0	0	0	0	0	3	1	0	25	0
PasserByVol:	0	0	0	0	0	0	0	3	0	0	16	0
Initial Fut:	173	96	190	14	72	30	35	271	124	153	319	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	96	190	14	72	30	35	271	124	153	319	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	96	190	14	72	30	35	271	124	153	319	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	96	190	14	72	30	35	271	124	153	319	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3492	208
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.11	0.01	0.04	0.02	0.02	0.07	0.07	0.09	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	34.1	30.2	30.2	17.1	13.1	13.1	22.0	24.6	24.6	30.2	32.8	32.8
Volume/Cap:	0.33	0.19	0.41	0.05	0.33	0.15	0.10	0.33	0.33	0.33	0.32	0.32
Delay/Veh:	31.4	32.7	35.2	41.6	47.3	45.8	38.0	38.0	38.2	34.2	32.0	32.0
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:	31.4	32.7	35.2	41.6	47.3	45.8	38.0	38.0	38.2	34.2	32.0	32.0
LOS by Move:	C	C	D	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	5	3	6	0	3	1	1	4	4	4	4	4

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

Martial Cottle Park

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

Intersection #3402: CHYNOWETH/MONTEREY



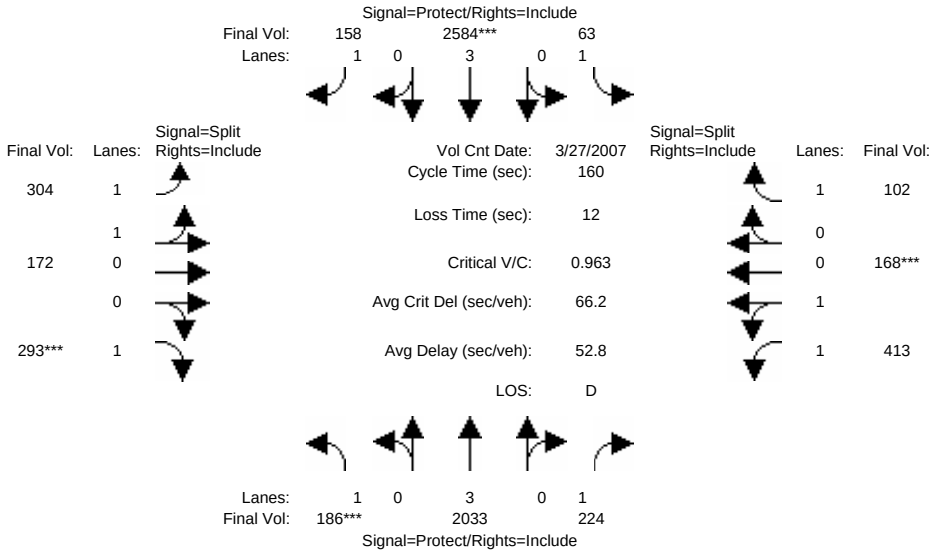
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 27 Mar 2007 << 7:15-8:15AM												
Base Vol:	148	1491	200	63	670	158	304	172	161	318	168	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	1491	200	63	670	158	304	172	161	318	168	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	1491	200	63	670	158	304	172	161	318	168	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	1491	200	63	670	158	304	172	161	318	168	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1491	200	63	670	158	304	172	161	318	168	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	1491	200	63	670	158	304	172	161	318	168	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.29	0.71	1.00	1.32	0.68	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	2267	1283	1750	2323	1227	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.11	0.04	0.12	0.09	0.13	0.13	0.09	0.14	0.14	0.06
Crit Moves:		****		****				****			****	
Green Time:	32.4	68.1	68.1	9.4	45.0	45.0	34.9	34.9	34.9	35.6	35.6	35.6
Volume/Cap:	0.42	0.61	0.27	0.61	0.42	0.32	0.61	0.61	0.42	0.61	0.61	0.26
Delay/Veh:	56.4	36.2	30.0	84.2	47.0	45.8	58.0	58.0	54.6	57.5	57.5	51.7
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:	56.4	36.2	30.0	84.2	47.0	45.8	58.0	58.0	54.6	57.5	57.5	51.7
LOS by Move:	E	D	C	F	D	D	E	E	D	E	E	D
HCM2kAvgQ:	7	18	7	3	9	6	11	11	7	11	11	4

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

Martial Cottle Park

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

Intersection #3402: CHYNOWETH/MONTEREY



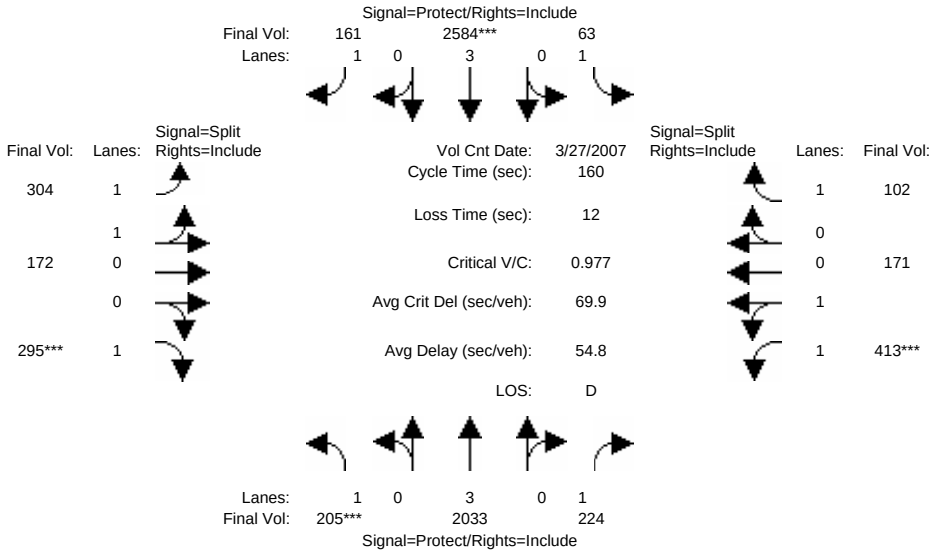
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 27 Mar 2007 << 7:15-8:15AM												
Base Vol:	148	1491	200	63	670	158	304	172	161	318	168	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	1491	200	63	670	158	304	172	161	318	168	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	38	542	24	0	1914	0	0	0	132	95	0	0
Initial Fut:	186	2033	224	63	2584	158	304	172	293	413	168	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	2033	224	63	2584	158	304	172	293	413	168	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	2033	224	63	2584	158	304	172	293	413	168	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	2033	224	63	2584	158	304	172	293	413	168	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.29	0.71	1.00	1.43	0.57	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	2267	1283	1750	2523	1026	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.13	0.04	0.45	0.09	0.13	0.13	0.17	0.16	0.16	0.06
Crit Moves:	****				****				****		****	
Green Time:	17.7	82.8	82.8	10.2	75.3	75.3	27.8	27.8	27.8	27.2	27.2	27.2
Volume/Cap:	0.96	0.69	0.25	0.57	0.96	0.19	0.77	0.77	0.96	0.96	0.96	0.34
Delay/Veh:	124.7	29.6	21.5	79.5	51.2	24.7	69.0	69.0	107.1	93.4	93.4	59.2
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:	124.7	29.6	21.5	79.5	51.2	24.7	69.0	69.0	107.1	93.4	93.4	59.2
LOS by Move:	F	C	C	E	D	C	E	E	F	F	F	E
HCM2kAvgQ:	11	24	6	3	44	5	12	12	18	17	17	5

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

Martial Cottle Park

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

Intersection #3402: CHYNOWETH/MONTEREY



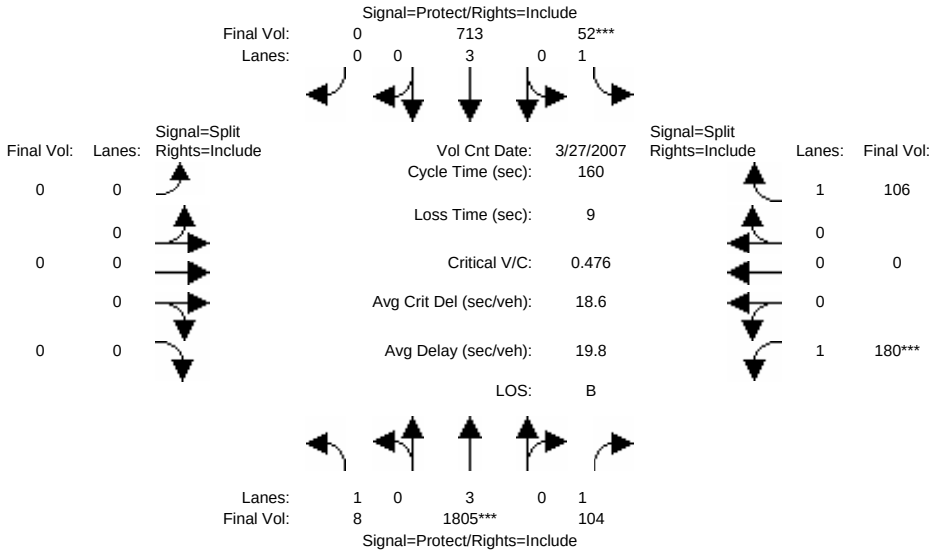
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 27 Mar 2007 << 7:15-8:15AM												
Base Vol:	148	1491	200	63	670	158	304	172	161	318	168	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	1491	200	63	670	158	304	172	161	318	168	102
Added Vol:	19	0	0	0	0	3	0	0	2	0	3	0
PasserByVol:	38	542	24	0	1914	0	0	0	132	95	0	0
Initial Fut:	205	2033	224	63	2584	161	304	172	295	413	171	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	2033	224	63	2584	161	304	172	295	413	171	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	2033	224	63	2584	161	304	172	295	413	171	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	2033	224	63	2584	161	304	172	295	413	171	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.29	0.71	1.00	1.42	0.58	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	2267	1283	1750	2510	1039	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.36	0.13	0.04	0.45	0.09	0.13	0.13	0.17	0.16	0.16	0.06
Crit Moves:	****				****				****	****		
Green Time:	19.2	83.2	83.2	10.2	74.3	74.3	27.6	27.6	27.6	26.9	26.9	26.9
Volume/Cap:	0.98	0.69	0.25	0.56	0.98	0.20	0.78	0.78	0.98	0.98	0.98	0.35
Delay/Veh:	125.5	29.3	21.3	79.3	54.6	25.4	69.5	69.5	111.2	97.1	97.1	59.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.5	29.3	21.3	79.3	54.6	25.4	69.5	69.5	111.2	97.1	97.1	59.5
LOS by Move:	F	C	C	E	D	C	E	E	F	F	F	E
HCM2kAvgQ:	13	24	6	3	45	5	12	12	18	18	18	5

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

Martial Cottle Park

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

Intersection #3462: EDENVIEW/MONTEREY



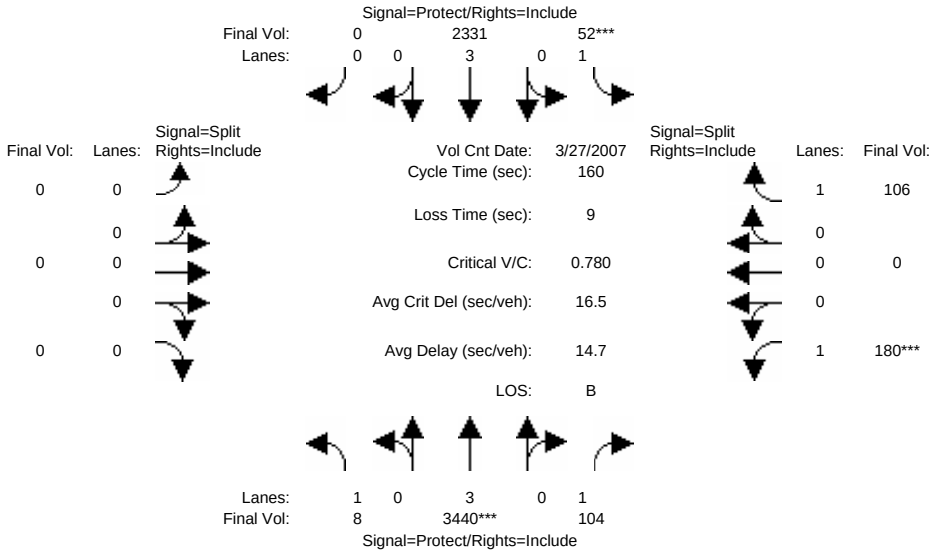
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 27 Mar 2007 << 7:15-8:15AM												
Base Vol:	8	1805	104	52	713	0	0	0	0	180	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1805	104	52	713	0	0	0	0	180	0	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1805	104	52	713	0	0	0	0	180	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1805	104	52	713	0	0	0	0	180	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1805	104	52	713	0	0	0	0	180	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1805	104	52	713	0	0	0	0	180	0	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.06	0.03	0.13	0.00	0.00	0.00	0.00	0.10	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	30.2	106	106.4	10.0	86.3	0.0	0.0	0.0	0.0	34.6	0.0	34.6
Volume/Cap:	0.02	0.48	0.09	0.48	0.23	0.00	0.00	0.00	0.00	0.48	0.00	0.28
Delay/Veh:	52.9	13.2	9.6	75.7	19.5	0.0	0.0	0.0	0.0	55.7	0.0	52.7
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:	52.9	13.2	9.6	75.7	19.5	0.0	0.0	0.0	0.0	55.7	0.0	52.7
LOS by Move:	D	B	A	E	B	A	A	A	A	E	A	D
HCM2kAvgQ:	0	14	2	3	6	0	0	0	0	8	0	5

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

Martial Cottle Park

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

Intersection #3462: EDENVIEW/MONTEREY



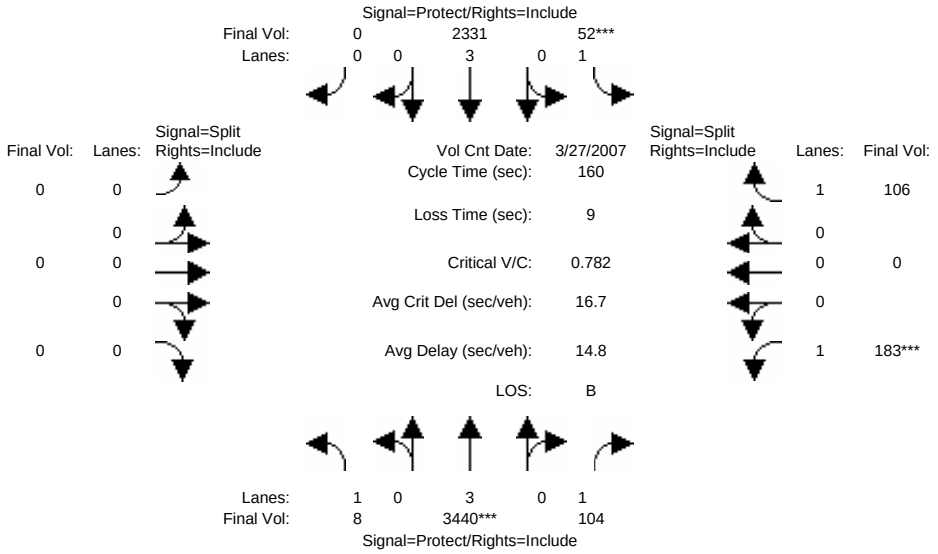
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 27 Mar 2007 << 7:15-8:15AM												
Base Vol:	8	1805	104	52	713	0	0	0	0	180	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1805	104	52	713	0	0	0	0	180	0	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1635	0	0	1618	0	0	0	0	0	0	0
Initial Fut:	8	3440	104	52	2331	0	0	0	0	180	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	3440	104	52	2331	0	0	0	0	180	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	3440	104	52	2331	0	0	0	0	180	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	3440	104	52	2331	0	0	0	0	180	0	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.06	0.03	0.41	0.00	0.00	0.00	0.00	0.10	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	12.6	123	123.0	7.0	117	0.0	0.0	0.0	0.0	21.0	0.0	21.0
Volume/Cap:	0.06	0.78	0.08	0.68	0.56	0.00	0.00	0.00	0.00	0.78	0.00	0.46
Delay/Veh:	68.4	11.7	4.6	97.3	9.7	0.0	0.0	0.0	0.0	83.5	0.0	65.8
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:	68.4	11.7	4.6	97.3	9.7	0.0	0.0	0.0	0.0	83.5	0.0	65.8
LOS by Move:	E	B	A	F	A	A	A	A	A	F	A	E
HCM2kAvgQ:	0	32	1	3	16	0	0	0	0	11	0	6

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

Martial Cottle Park

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

Intersection #3462: EDENVIEW/MONTEREY



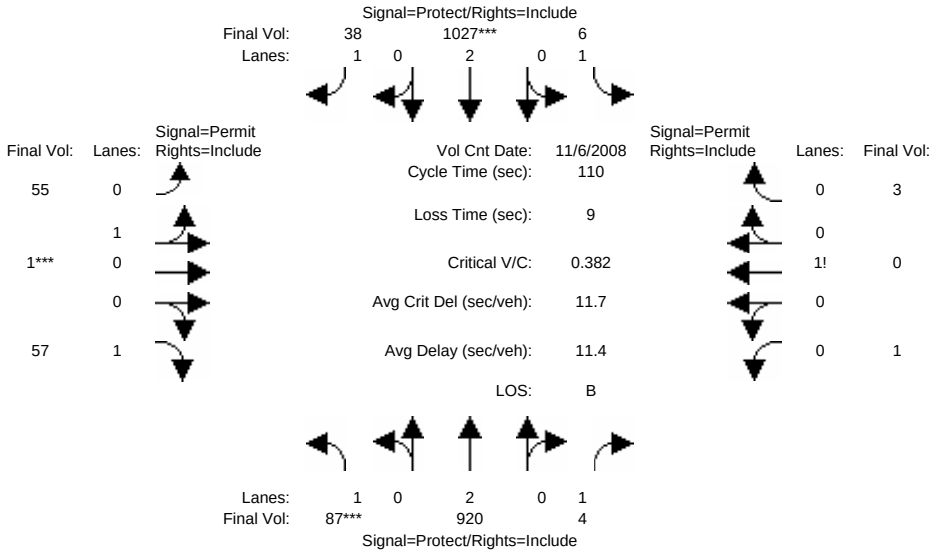
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 27 Mar 2007 << 7:15-8:15AM												
Base Vol:	8	1805	104	52	713	0	0	0	0	180	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1805	104	52	713	0	0	0	0	180	0	106
Added Vol:	0	0	0	0	0	0	0	0	0	3	0	0
PasserByVol:	0	1635	0	0	1618	0	0	0	0	0	0	0
Initial Fut:	8	3440	104	52	2331	0	0	0	0	183	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	3440	104	52	2331	0	0	0	0	183	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	3440	104	52	2331	0	0	0	0	183	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	3440	104	52	2331	0	0	0	0	183	0	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.06	0.03	0.41	0.00	0.00	0.00	0.00	0.10	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	12.5	123	122.7	7.0	117	0.0	0.0	0.0	0.0	21.3	0.0	21.3
Volume/Cap:	0.06	0.79	0.08	0.68	0.56	0.00	0.00	0.00	0.00	0.79	0.00	0.46
Delay/Veh:	68.4	11.9	4.6	97.3	9.9	0.0	0.0	0.0	0.0	83.3	0.0	65.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.4	11.9	4.6	97.3	9.9	0.0	0.0	0.0	0.0	83.3	0.0	65.4
LOS by Move:	E	B	A	F	A	A	A	A	A	F	A	E
HCM2kAvgQ:	0	33	1	3	16	0	0	0	0	11	0	6

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

Martial Cottle Park

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

Intersection #3556: GIUFFRIDA/SNELL



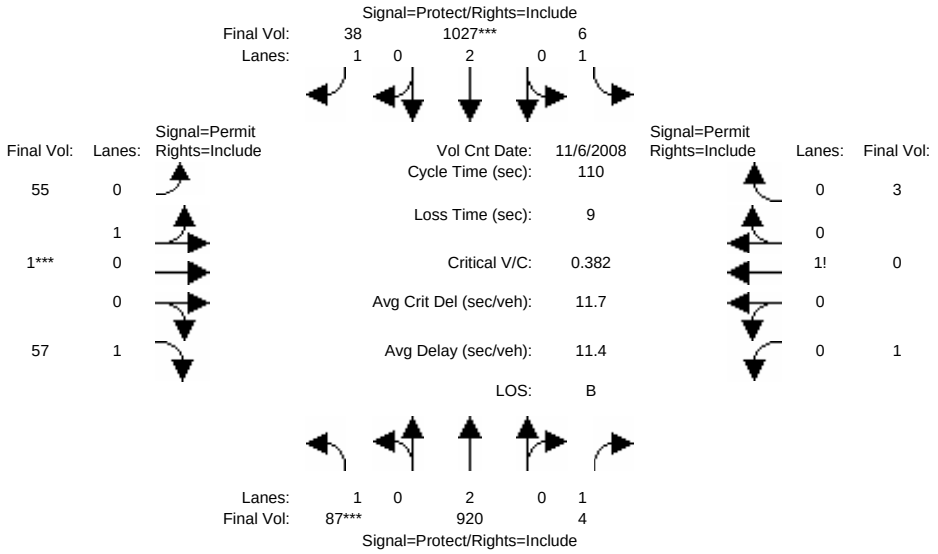
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 6 Nov 2008 << 7:30-8:30AM												
Base Vol:	87	920	4	6	1027	38	55	1	57	1	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	920	4	6	1027	38	55	1	57	1	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	920	4	6	1027	38	55	1	57	1	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	920	4	6	1027	38	55	1	57	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	920	4	6	1027	38	55	1	57	1	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	87	920	4	6	1027	38	55	1	57	1	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.98	0.02	1.00	0.25	0.00	0.75
Final Sat.:	1750	3800	1750	1750	3800	1750	1768	32	1750	438	0	1313
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.00	0.00	0.27	0.02	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	14.1	72.1	72.1	18.9	76.9	76.9	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.39	0.37	0.00	0.02	0.39	0.03	0.34	0.34	0.36	0.03	0.00	0.03
Delay/Veh:	45.1	8.7	6.6	37.8	6.9	5.1	48.2	48.2	48.4	45.6	0.0	45.6
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:	45.1	8.7	6.6	37.8	6.9	5.1	48.2	48.2	48.4	45.6	0.0	45.6
LOS by Move:	D	A	A	D	A	A	D	D	D	D	A	D
HCM2kAvgQ:	3	7	0	0	7	0	2	2	2	0	0	0

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

Martial Cottle Park

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

Intersection #3556: GIUFFRIDA/SNELL



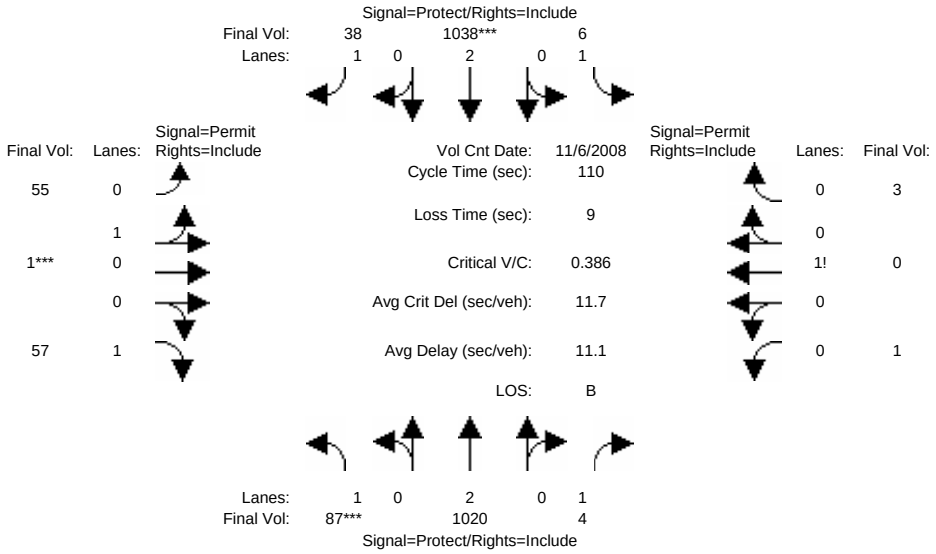
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 6 Nov 2008 << 7:30-8:30AM												
Base Vol:	87	920	4	6	1027	38	55	1	57	1	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	920	4	6	1027	38	55	1	57	1	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	920	4	6	1027	38	55	1	57	1	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	920	4	6	1027	38	55	1	57	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	920	4	6	1027	38	55	1	57	1	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	87	920	4	6	1027	38	55	1	57	1	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.98	0.02	1.00	0.25	0.00	0.75
Final Sat.:	1750	3800	1750	1750	3800	1750	1768	32	1750	438	0	1313
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.00	0.00	0.27	0.02	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	14.1	72.1	72.1	18.9	76.9	76.9	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.39	0.37	0.00	0.02	0.39	0.03	0.34	0.34	0.36	0.03	0.00	0.03
Delay/Veh:	45.1	8.7	6.6	37.8	6.9	5.1	48.2	48.2	48.4	45.6	0.0	45.6
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:	45.1	8.7	6.6	37.8	6.9	5.1	48.2	48.2	48.4	45.6	0.0	45.6
LOS by Move:	D	A	A	D	A	A	D	D	D	D	A	D
HCM2kAvgQ:	3	7	0	0	7	0	2	2	2	0	0	0

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

Martial Cottle Park

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

Intersection #3556: GIUFFRIDA/SNELL



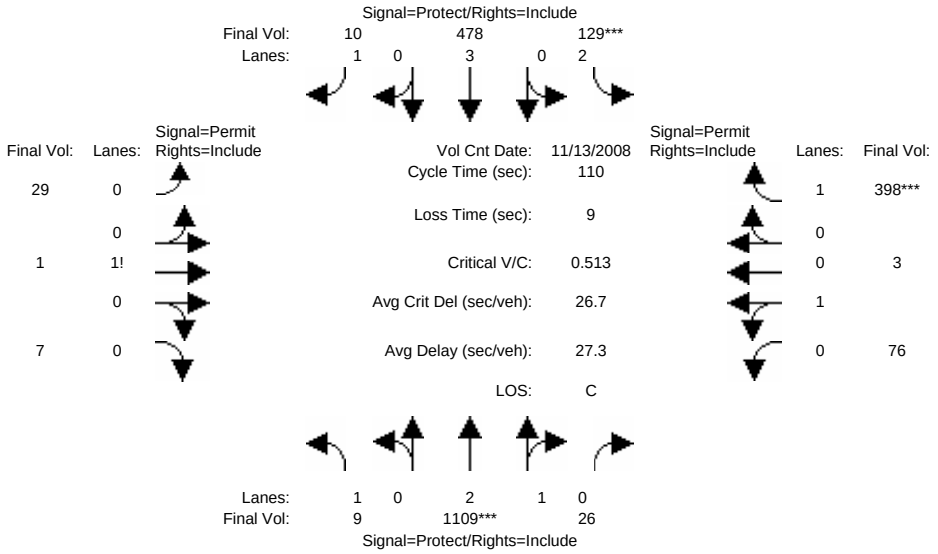
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 6 Nov 2008 << 7:30-8:30AM												
Base Vol:	87	920	4	6	1027	38	55	1	57	1	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	920	4	6	1027	38	55	1	57	1	0	3
Added Vol:	0	100	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1020	4	6	1038	38	55	1	57	1	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1020	4	6	1038	38	55	1	57	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1020	4	6	1038	38	55	1	57	1	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	87	1020	4	6	1038	38	55	1	57	1	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.98	0.02	1.00	0.25	0.00	0.75
Final Sat.:	1750	3800	1750	1750	3800	1750	1768	32	1750	438	0	1313
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.00	0.00	0.27	0.02	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:	****				****			****				
Green Time:	14.0	73.6	73.6	17.4	77.0	77.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.39	0.40	0.00	0.02	0.39	0.03	0.34	0.34	0.36	0.03	0.00	0.03
Delay/Veh:	45.2	8.4	6.1	39.1	6.9	5.1	48.2	48.2	48.4	45.6	0.0	45.6
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:	45.2	8.4	6.1	39.1	6.9	5.1	48.2	48.2	48.4	45.6	0.0	45.6
LOS by Move:	D	A	A	D	A	A	D	D	D	D	A	D
HCM2kAvgQ:	3	8	0	0	7	0	2	2	2	0	0	0

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

Martial Cottle Park

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

Intersection #3558: GOLD RUN/SNELL



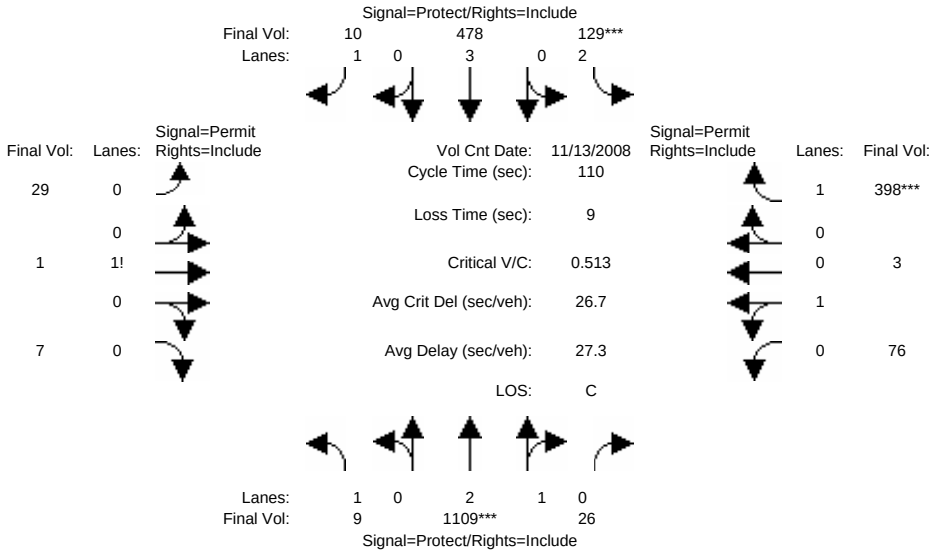
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 7:15-8:15AM												
Base Vol:	9	1109	26	129	478	10	29	1	7	76	3	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1109	26	129	478	10	29	1	7	76	3	398
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1109	26	129	478	10	29	1	7	76	3	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1109	26	129	478	10	29	1	7	76	3	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1109	26	129	478	10	29	1	7	76	3	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	9	1109	26	129	478	10	29	1	7	76	3	398
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	2.00	3.00	1.00	0.78	0.03	0.19	0.96	0.04	1.00
Final Sat.:	1750	5472	128	3150	5700	1750	1372	47	331	1732	68	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.04	0.08	0.01	0.02	0.02	0.02	0.04	0.04	0.23
Crit Moves:		****		****								****
Green Time:	21.5	43.5	43.5	8.8	30.7	30.7	48.8	48.8	48.8	48.8	48.8	48.8
Volume/Cap:	0.03	0.51	0.51	0.51	0.30	0.02	0.05	0.05	0.05	0.10	0.10	0.51
Delay/Veh:	35.8	25.4	25.4	50.4	31.3	28.7	17.4	17.4	17.4	17.9	17.9	22.7
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:	35.8	25.4	25.4	50.4	31.3	28.7	17.4	17.4	17.4	17.9	17.9	22.7
LOS by Move:	D	C	C	D	C	C	B	B	B	B	B	C
HCM2kAvgQ:	0	10	10	3	4	0	1	1	1	2	2	11

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

Martial Cottle Park

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

Intersection #3558: GOLD RUN/SNELL



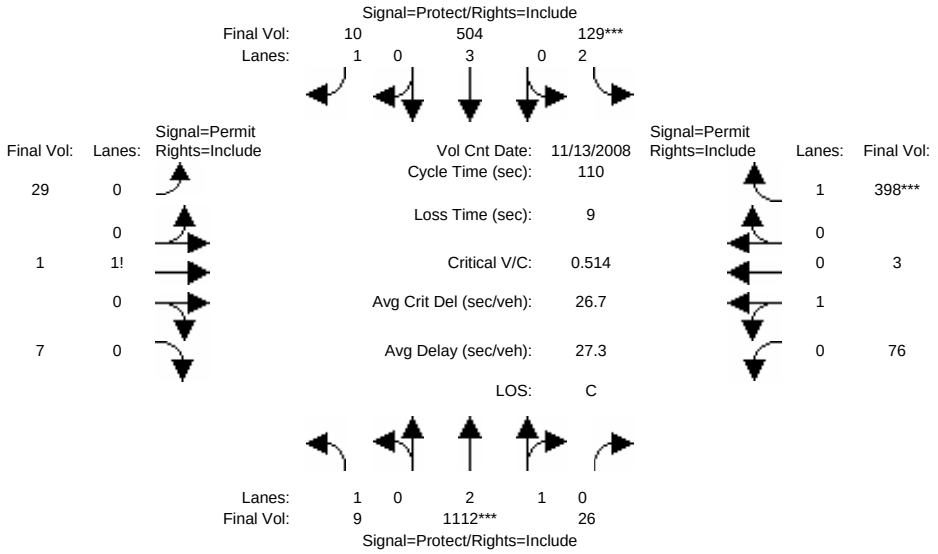
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 7:15-8:15AM												
Base Vol:	9	1109	26	129	478	10	29	1	7	76	3	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1109	26	129	478	10	29	1	7	76	3	398
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1109	26	129	478	10	29	1	7	76	3	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1109	26	129	478	10	29	1	7	76	3	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1109	26	129	478	10	29	1	7	76	3	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	9	1109	26	129	478	10	29	1	7	76	3	398
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	2.00	3.00	1.00	0.78	0.03	0.19	0.96	0.04	1.00
Final Sat.:	1750	5472	128	3150	5700	1750	1372	47	331	1732	68	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.04	0.08	0.01	0.02	0.02	0.02	0.04	0.04	0.23
Crit Moves:		****		****								****
Green Time:	21.5	43.5	43.5	8.8	30.7	30.7	48.8	48.8	48.8	48.8	48.8	48.8
Volume/Cap:	0.03	0.51	0.51	0.51	0.30	0.02	0.05	0.05	0.05	0.10	0.10	0.51
Delay/Veh:	35.8	25.4	25.4	50.4	31.3	28.7	17.4	17.4	17.4	17.9	17.9	22.7
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:	35.8	25.4	25.4	50.4	31.3	28.7	17.4	17.4	17.4	17.9	17.9	22.7
LOS by Move:	D	C	C	D	C	C	B	B	B	B	B	C
HCM2kAvgQ:	0	10	10	3	4	0	1	1	1	2	2	11

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

Martial Cottle Park

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

Intersection #3558: GOLD RUN/SNELL



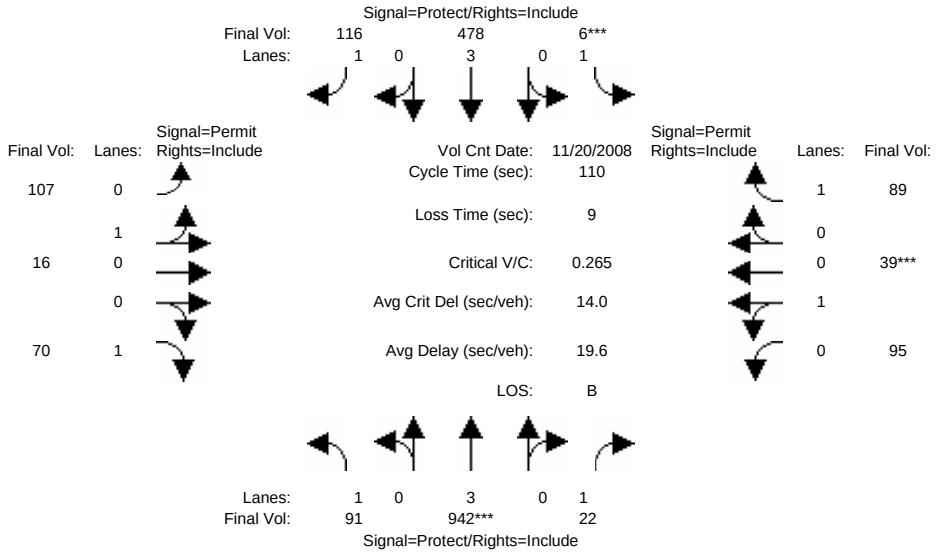
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 7:15-8:15AM												
Base Vol:	9	1109	26	129	478	10	29	1	7	76	3	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1109	26	129	478	10	29	1	7	76	3	398
Added Vol:	0	3	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1112	26	129	504	10	29	1	7	76	3	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1112	26	129	504	10	29	1	7	76	3	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1112	26	129	504	10	29	1	7	76	3	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	9	1112	26	129	504	10	29	1	7	76	3	398
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	2.00	3.00	1.00	0.78	0.03	0.19	0.96	0.04	1.00
Final Sat.:	1750	5472	128	3150	5700	1750	1372	47	331	1732	68	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.04	0.09	0.01	0.02	0.02	0.02	0.04	0.04	0.23
Crit Moves:		****		****								****
Green Time:	21.5	43.5	43.5	8.8	30.8	30.8	48.7	48.7	48.7	48.7	48.7	48.7
Volume/Cap:	0.03	0.51	0.51	0.51	0.32	0.02	0.05	0.05	0.05	0.10	0.10	0.51
Delay/Veh:	35.8	25.4	25.4	50.4	31.4	28.7	17.5	17.5	17.5	17.9	17.9	22.7
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:	35.8	25.4	25.4	50.4	31.4	28.7	17.5	17.5	17.5	17.9	17.9	22.7
LOS by Move:	D	C	C	D	C	C	B	B	B	B	B	C
HCM2kAvgQ:	0	10	10	3	4	0	1	1	1	2	2	11

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

Martial Cottle Park

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

Intersection #3759: ROSENBAUM/SNELL



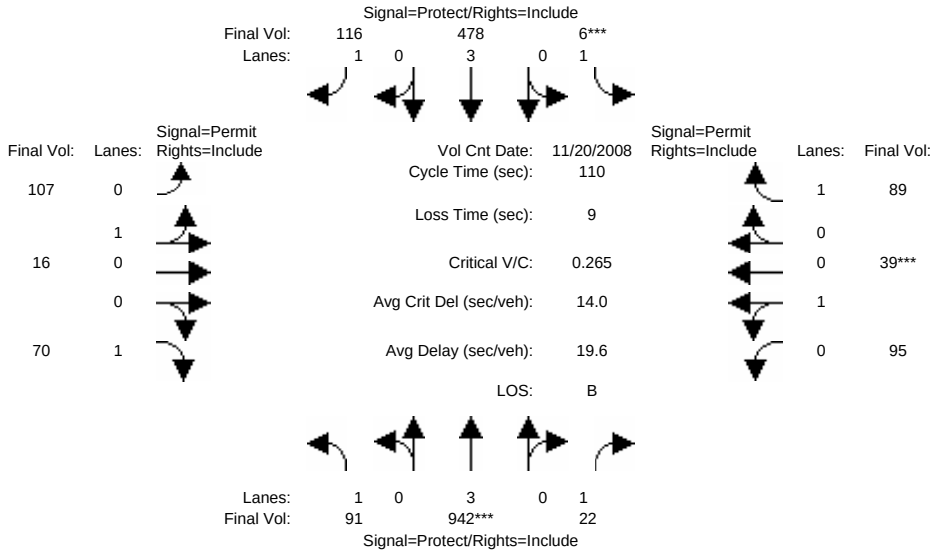
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 20 Nov 2008 << 7:30-8:30AM												
Base Vol:	91	942	22	6	478	116	107	16	70	95	39	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	942	22	6	478	116	107	16	70	95	39	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	942	22	6	478	116	107	16	70	95	39	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	942	22	6	478	116	107	16	70	95	39	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	942	22	6	478	116	107	16	70	95	39	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	91	942	22	6	478	116	107	16	70	95	39	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.87	0.13	1.00	0.71	0.29	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1566	234	1750	1276	524	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.01	0.00	0.08	0.07	0.07	0.07	0.04	0.07	0.07	0.05
Crit Moves:		****		****							****	
Green Time:	29.6	64.8	64.8	7.0	42.2	42.2	29.2	29.2	29.2	29.2	29.2	29.2
Volume/Cap:	0.19	0.28	0.02	0.05	0.22	0.17	0.26	0.26	0.15	0.28	0.28	0.19
Delay/Veh:	31.2	11.2	9.4	48.6	22.8	22.5	32.1	32.1	31.1	32.4	32.4	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	11.2	9.4	48.6	22.8	22.5	32.1	32.1	31.1	32.4	32.4	31.5
LOS by Move:	C	B	A	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	5	0	0	3	3	3	3	2	4	4	3

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

Martial Cottle Park

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

Intersection #3759: ROSENBAUM/SNELL



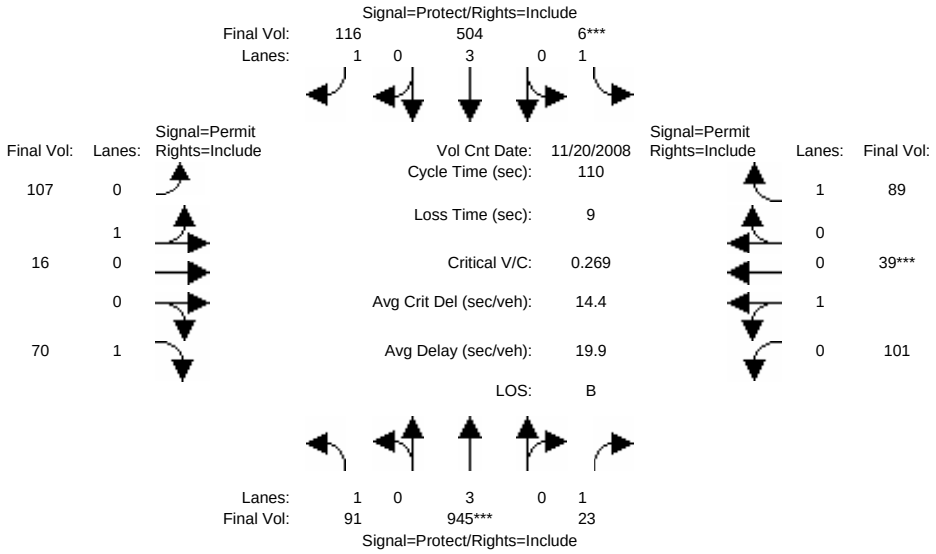
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 20 Nov 2008 << 7:30-8:30AM												
Base Vol:	91	942	22	6	478	116	107	16	70	95	39	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	942	22	6	478	116	107	16	70	95	39	89
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:	91	942	22	6	478	116	107	16	70	95	39	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	942	22	6	478	116	107	16	70	95	39	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	942	22	6	478	116	107	16	70	95	39	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	91	942	22	6	478	116	107	16	70	95	39	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.87	0.13	1.00	0.71	0.29	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1566	234	1750	1276	524	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.01	0.00	0.08	0.07	0.07	0.07	0.04	0.07	0.07	0.05
Crit Moves:		****		****							****	
Green Time:	29.6	64.8	64.8	7.0	42.2	42.2	29.2	29.2	29.2	29.2	29.2	29.2
Volume/Cap:	0.19	0.28	0.02	0.05	0.22	0.17	0.26	0.26	0.15	0.28	0.28	0.19
Delay/Veh:	31.2	11.2	9.4	48.6	22.8	22.5	32.1	32.1	31.1	32.4	32.4	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	11.2	9.4	48.6	22.8	22.5	32.1	32.1	31.1	32.4	32.4	31.5
LOS by Move:	C	B	A	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	5	0	0	3	3	3	3	2	4	4	3

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

Martial Cottle Park

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

Intersection #3759: ROSENBAUM/SNELL



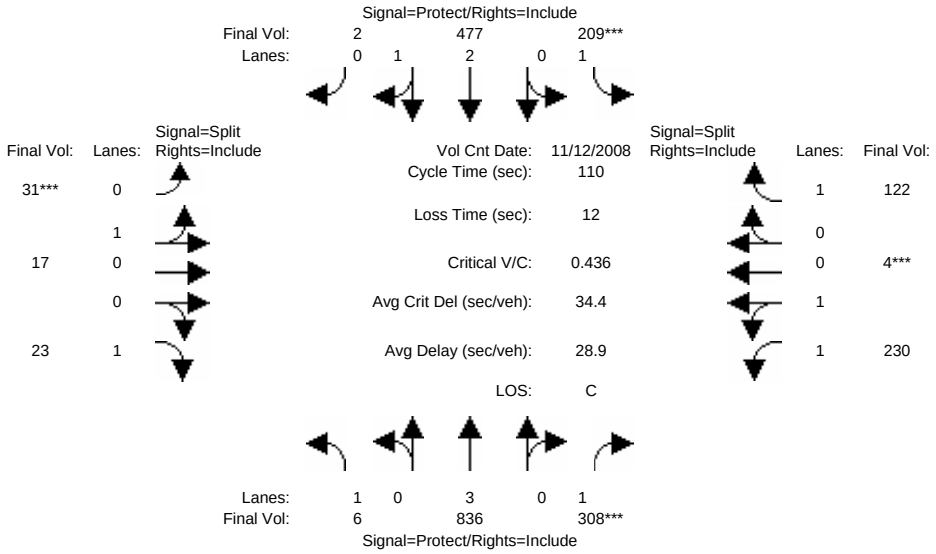
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 20 Nov 2008 << 7:30-8:30AM												
Base Vol:	91	942	22	6	478	116	107	16	70	95	39	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	942	22	6	478	116	107	16	70	95	39	89
Added Vol:	0	3	1	0	26	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	945	23	6	504	116	107	16	70	101	39	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	945	23	6	504	116	107	16	70	101	39	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	945	23	6	504	116	107	16	70	101	39	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	91	945	23	6	504	116	107	16	70	101	39	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.87	0.13	1.00	0.72	0.28	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1566	234	1750	1299	501	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.01	0.00	0.09	0.07	0.07	0.07	0.04	0.08	0.08	0.05
Crit Moves:		****		****							****	
Green Time:	29.2	64.0	64.0	7.0	41.8	41.8	30.0	30.0	30.0	30.0	30.0	30.0
Volume/Cap:	0.20	0.29	0.02	0.05	0.23	0.17	0.25	0.25	0.15	0.29	0.29	0.19
Delay/Veh:	31.5	11.6	9.8	48.6	23.3	22.8	31.5	31.5	30.4	31.9	31.9	30.8
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:	31.5	11.6	9.8	48.6	23.3	22.8	31.5	31.5	30.4	31.9	31.9	30.8
LOS by Move:	C	B	A	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	5	0	0	4	3	3	3	2	4	4	2

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

Martial Cottle Park

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

Intersection #3807: SKYWAY/SNELL



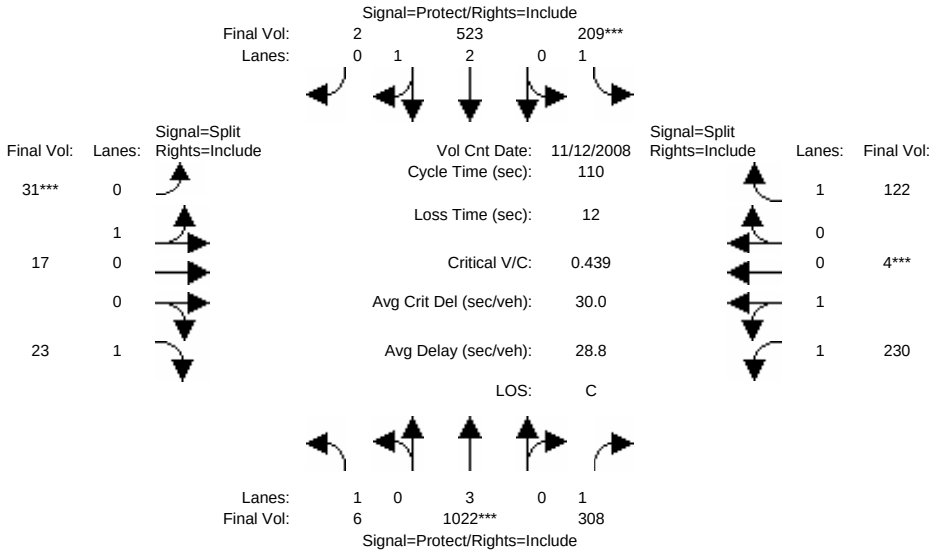
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 7:15-8:15AM												
Base Vol:	6	836	308	209	477	2	31	17	23	230	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	836	308	209	477	2	31	17	23	230	4	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	836	308	209	477	2	31	17	23	230	4	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	836	308	209	477	2	31	17	23	230	4	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	836	308	209	477	2	31	17	23	230	4	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	6	836	308	209	477	2	31	17	23	230	4	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	0.65	0.35	1.00	1.97	0.03	1.00
Final Sat.:	1750	5700	1750	1750	5577	23	1162	637	1750	3489	61	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.18	0.12	0.09	0.09	0.03	0.03	0.01	0.07	0.07	0.07
Crit Moves:			****	****			****				****	
Green Time:	29.3	42.4	42.4	28.8	41.9	41.9	10.0	10.0	10.0	16.8	16.8	16.8
Volume/Cap:	0.01	0.38	0.46	0.46	0.22	0.22	0.29	0.29	0.14	0.43	0.43	0.46
Delay/Veh:	29.7	24.4	25.7	34.8	23.1	23.1	47.7	47.7	46.5	42.8	42.8	43.7
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:	29.7	24.4	25.7	34.8	23.1	23.1	47.7	47.7	46.5	42.8	42.8	43.7
LOS by Move:	C	C	C	C	C	C	D	D	D	D	D	D
HCM2kAvgQ:	0	7	8	6	4	4	2	2	1	4	4	4

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

Martial Cottle Park

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

Intersection #3807: SKYWAY/SNELL



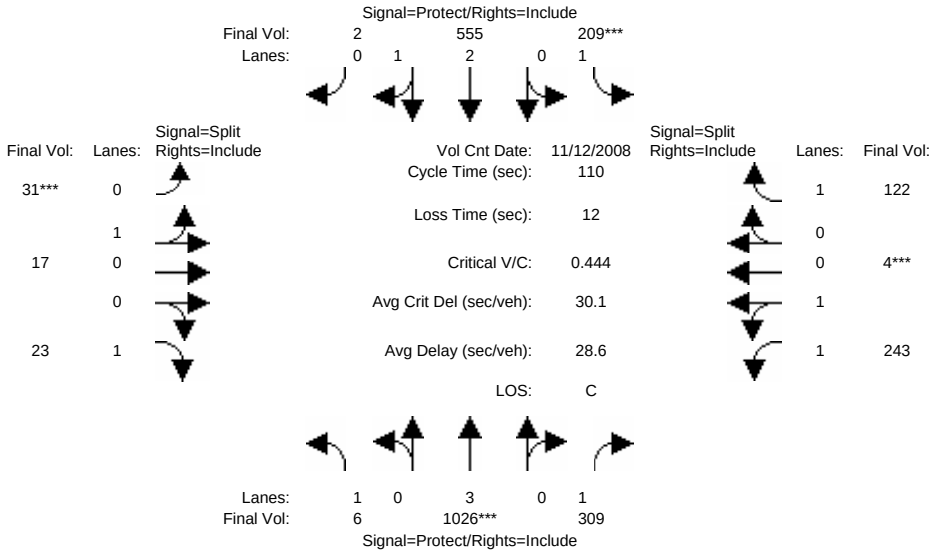
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 7:15-8:15AM												
Base Vol:	6	836	308	209	477	2	31	17	23	230	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	836	308	209	477	2	31	17	23	230	4	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	186	0	0	46	0	0	0	0	0	0	0
Initial Fut:	6	1022	308	209	523	2	31	17	23	230	4	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1022	308	209	523	2	31	17	23	230	4	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1022	308	209	523	2	31	17	23	230	4	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	6	1022	308	209	523	2	31	17	23	230	4	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	0.65	0.35	1.00	1.97	0.03	1.00
Final Sat.:	1750	5700	1750	1750	5579	21	1162	637	1750	3489	61	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.12	0.09	0.09	0.03	0.03	0.01	0.07	0.07	0.07
Crit Moves:		****		****			****				****	
Green Time:	28.8	42.8	42.8	28.5	42.5	42.5	10.0	10.0	10.0	16.7	16.7	16.7
Volume/Cap:	0.01	0.46	0.45	0.46	0.24	0.24	0.29	0.29	0.14	0.44	0.44	0.46
Delay/Veh:	30.0	25.1	25.4	35.0	22.9	22.9	47.7	47.7	46.5	43.0	43.0	43.8
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:	30.0	25.1	25.4	35.0	22.9	22.9	47.7	47.7	46.5	43.0	43.0	43.8
LOS by Move:	C	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	0	8	8	6	4	4	2	2	1	4	4	4

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

Martial Cottle Park

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

Intersection #3807: SKYWAY/SNELL



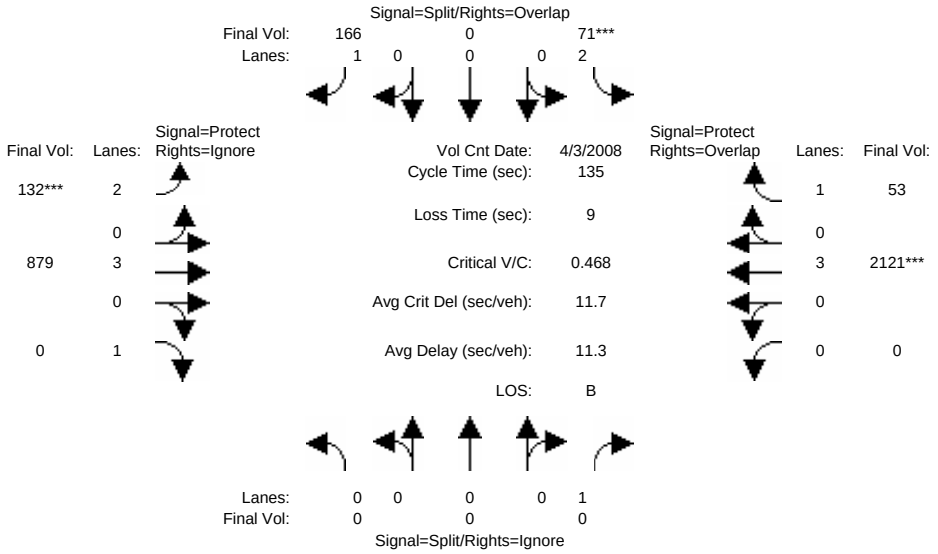
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 7:15-8:15AM												
Base Vol:	6	836	308	209	477	2	31	17	23	230	4	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	836	308	209	477	2	31	17	23	230	4	122
Added Vol:	0	4	1	0	32	0	0	0	0	13	0	0
PasserByVol:	0	186	0	0	46	0	0	0	0	0	0	0
Initial Fut:	6	1026	309	209	555	2	31	17	23	243	4	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1026	309	209	555	2	31	17	23	243	4	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1026	309	209	555	2	31	17	23	243	4	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	6	1026	309	209	555	2	31	17	23	243	4	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.99	0.01	0.65	0.35	1.00	1.97	0.03	1.00
Final Sat.:	1750	5700	1750	1750	5580	20	1162	637	1750	3492	57	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.12	0.10	0.10	0.03	0.03	0.01	0.07	0.07	0.07
Crit Moves:		****		****			****				****	
Green Time:	27.9	42.9	42.9	28.5	43.5	43.5	10.0	10.0	10.0	16.6	16.6	16.6
Volume/Cap:	0.01	0.46	0.45	0.46	0.25	0.25	0.29	0.29	0.14	0.46	0.46	0.46
Delay/Veh:	30.8	25.1	25.3	35.1	22.4	22.4	47.7	47.7	46.5	43.2	43.2	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	25.1	25.3	35.1	22.4	22.4	47.7	47.7	46.5	43.2	43.2	43.9
LOS by Move:	C	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	0	8	8	6	4	4	2	2	1	4	4	4

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

Martial Cottle Park

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

Intersection #5708: CAPITOL/COPPERFIELD



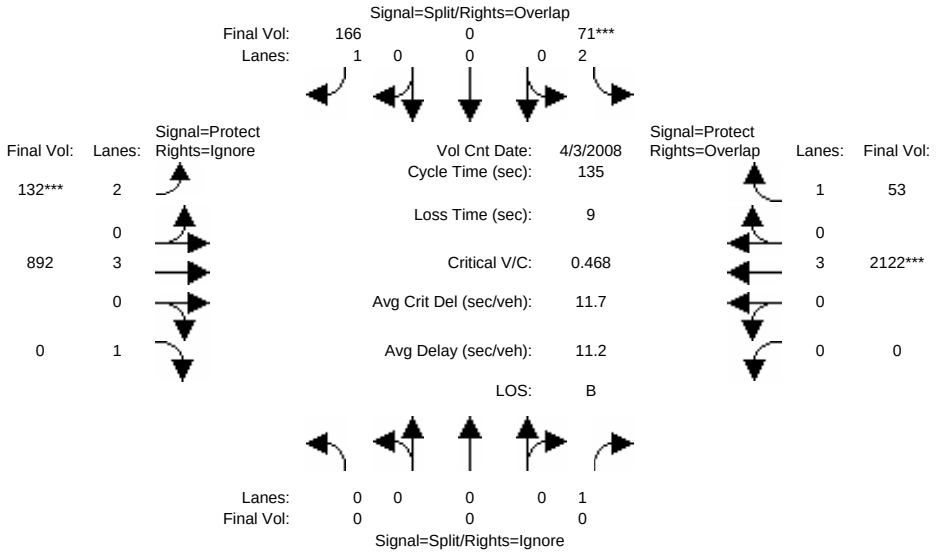
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	0	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 3 Apr 2008 << 7:30-8:30AM												
Base Vol:	0	0	0	71	0	166	132	879	0	0	2121	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	71	0	166	132	879	0	0	2121	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	71	0	166	132	879	0	0	2121	53
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	71	0	166	132	879	0	0	2121	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	71	0	166	132	879	0	0	2121	53
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	71	0	166	132	879	0	0	2121	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	2.00	0.00	1.00	2.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	1750	3150	0	1750	3150	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.09	0.04	0.15	0.00	0.00	0.37	0.03
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.4	0.0	23.9	11.5	114	0.0	0.0	102	114.5
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.54	0.49	0.18	0.00	0.00	0.49	0.04
Delay/Veh:	0.0	0.0	0.0	58.9	0.0	57.0	65.3	2.1	0.0	0.0	6.8	1.6
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:	0.0	0.0	0.0	58.9	0.0	57.0	65.3	2.1	0.0	0.0	6.8	1.6
LOS by Move:	A	A	A	E	A	E	E	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	7	3	3	0	0	12	0

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

Martial Cottle Park

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

Intersection #5708: CAPITOL/COPPERFIELD



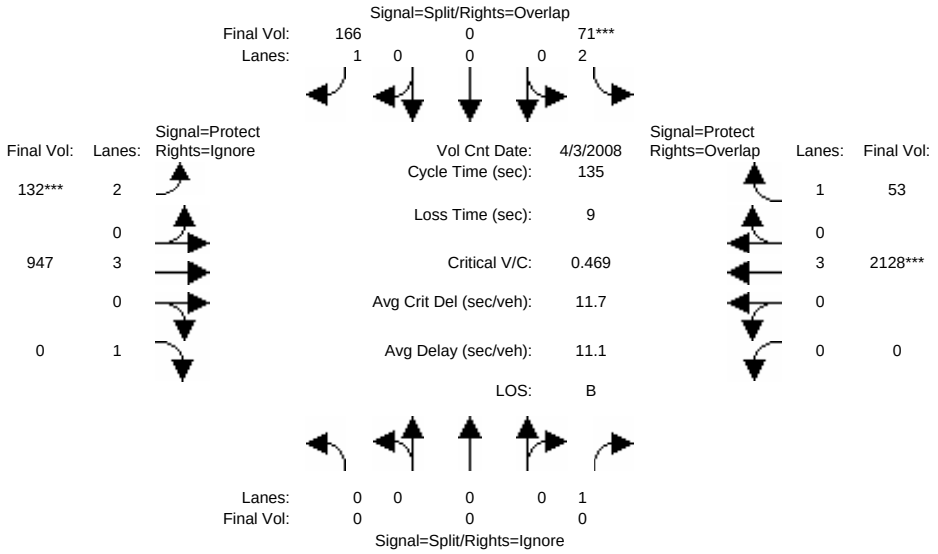
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	0	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 3 Apr 2008 << 7:30-8:30AM												
Base Vol:	0	0	0	71	0	166	132	879	0	0	2121	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	71	0	166	132	879	0	0	2121	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	13	0	0	1	0
Initial Fut:	0	0	0	71	0	166	132	892	0	0	2122	53
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	71	0	166	132	892	0	0	2122	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	71	0	166	132	892	0	0	2122	53
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	71	0	166	132	892	0	0	2122	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	2.00	0.00	1.00	2.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	1750	3150	0	1750	3150	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.09	0.04	0.16	0.00	0.00	0.37	0.03
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.4	0.0	23.9	11.5	114	0.0	0.0	102	114.5
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.54	0.49	0.19	0.00	0.00	0.49	0.04
Delay/Veh:	0.0	0.0	0.0	59.0	0.0	57.0	65.3	2.1	0.0	0.0	6.8	1.6
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:	0.0	0.0	0.0	59.0	0.0	57.0	65.3	2.1	0.0	0.0	6.8	1.6
LOS by Move:	A	A	A	E	A	E	E	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	7	3	3	0	0	12	0

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

Martial Cottle Park

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

Intersection #5708: CAPITOL/COPPERFIELD



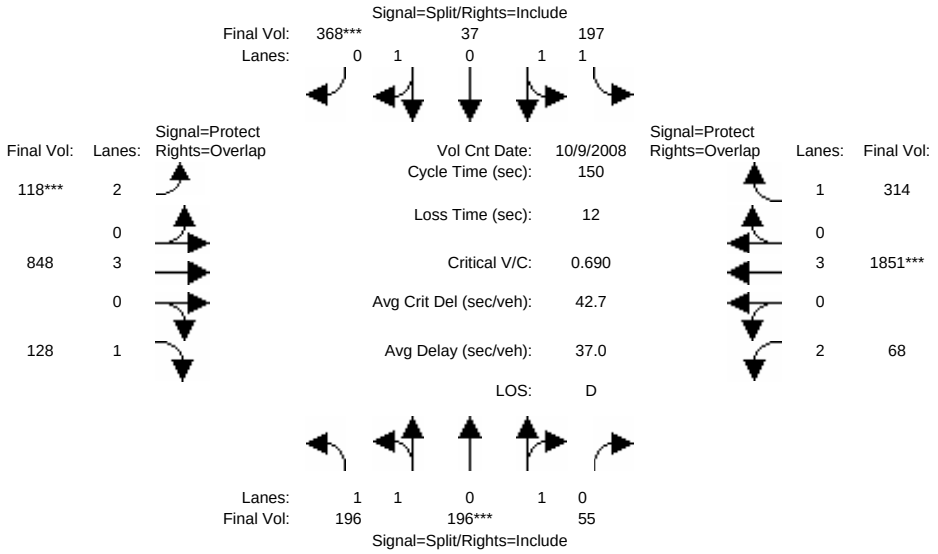
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	10	10	0	10	7	10	10	0	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 3 Apr 2008 << 7:30-8:30AM												
Base Vol:	0	0	0	71	0	166	132	879	0	0	2121	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	71	0	166	132	879	0	0	2121	53
Added Vol:	0	0	0	0	0	0	0	55	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	13	0	0	1	0
Initial Fut:	0	0	0	71	0	166	132	947	0	0	2128	53
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	71	0	166	132	947	0	0	2128	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	71	0	166	132	947	0	0	2128	53
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	71	0	166	132	947	0	0	2128	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	2.00	0.00	1.00	2.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	1750	3150	0	1750	3150	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.09	0.04	0.17	0.00	0.00	0.37	0.03
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.4	0.0	23.8	11.5	114	0.0	0.0	102	114.5
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.54	0.49	0.20	0.00	0.00	0.49	0.04
Delay/Veh:	0.0	0.0	0.0	59.0	0.0	57.1	65.4	2.1	0.0	0.0	6.8	1.6
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:	0.0	0.0	0.0	59.0	0.0	57.1	65.4	2.1	0.0	0.0	6.8	1.6
LOS by Move:	A	A	A	E	A	E	E	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	7	3	3	0	0	12	0

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

Martial Cottle Park

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

Intersection #5711: CAPITOL/NARVAEZ



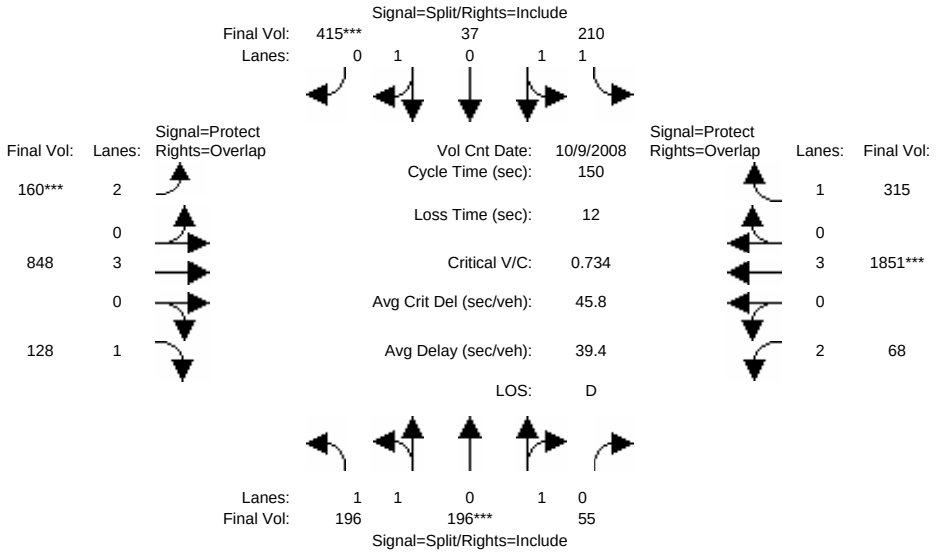
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	196	196	55	197	37	368	118	848	128	68	1851	314
Growth Adj:	1.00	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	196	55	197	37	368	118	848	128	68	1851	314
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	196	55	197	37	368	118	848	128	68	1851	314
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	196	55	197	37	368	118	848	128	68	1851	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	196	55	197	37	368	118	848	128	68	1851	314
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	196	196	55	197	37	368	118	848	128	68	1851	314
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.39	1.24	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.18	1.33	0.49	1.71	0.29	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3126	3126	877	2984	560	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.07	0.07	0.21	0.04	0.15	0.07	0.02	0.32	0.18
Crit Moves:		****				****	****				****	
Green Time:	13.6	13.6	13.6	45.7	45.7	45.7	8.1	59.9	73.5	18.8	70.6	116.2
Volume/Cap:	0.69	0.69	0.69	0.22	0.22	0.69	0.69	0.37	0.15	0.17	0.69	0.23
Delay/Veh:	69.3	69.3	69.3	38.9	38.9	48.3	81.1	31.9	21.1	58.9	31.9	4.7
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:	69.3	69.3	69.3	38.9	38.9	48.3	81.1	31.9	21.1	58.9	31.9	4.7
LOS by Move:	E	E	E	D	D	D	F	C	C	E	C	A
HCM2kAvgQ:	8	7	5	4	4	16	3	9	3	2	22	4

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

Martial Cottle Park

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

Intersection #5711: CAPITOL/NARVAEZ



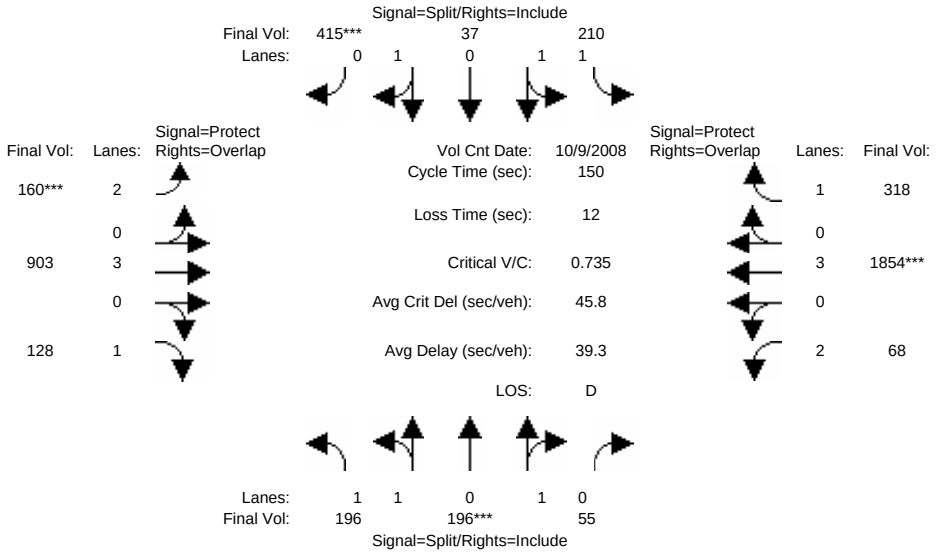
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	196	196	55	197	37	368	118	848	128	68	1851	314
Growth Adj:	1.00	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	196	55	197	37	368	118	848	128	68	1851	314
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	13	0	47	42	0	0	0	0	1
Initial Fut:	196	196	55	210	37	415	160	848	128	68	1851	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	196	55	210	37	415	160	848	128	68	1851	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	196	55	210	37	415	160	848	128	68	1851	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	196	196	55	210	37	415	160	848	128	68	1851	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.39	1.24	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.18	1.33	0.49	1.72	0.28	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3126	3126	877	3011	531	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.07	0.07	0.24	0.05	0.15	0.07	0.02	0.32	0.18
Crit Moves:		****				****	****				****	
Green Time:	12.8	12.8	12.8	48.5	48.5	48.5	10.4	58.4	71.2	18.3	66.4	114.8
Volume/Cap:	0.73	0.73	0.73	0.22	0.22	0.73	0.73	0.38	0.15	0.18	0.73	0.24
Delay/Veh:	71.6	71.6	71.6	37.0	37.0	48.2	80.6	33.0	22.4	59.3	35.7	5.1
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:	71.6	71.6	71.6	37.0	37.0	48.2	80.6	33.0	22.4	59.3	35.7	5.1
LOS by Move:	E	E	E	D	D	D	F	C	C	E	D	A
HCM2kAvgQ:	8	7	6	4	4	18	4	9	3	2	23	4

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

Martial Cottle Park

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

Intersection #5711: CAPITOL/NARVAEZ



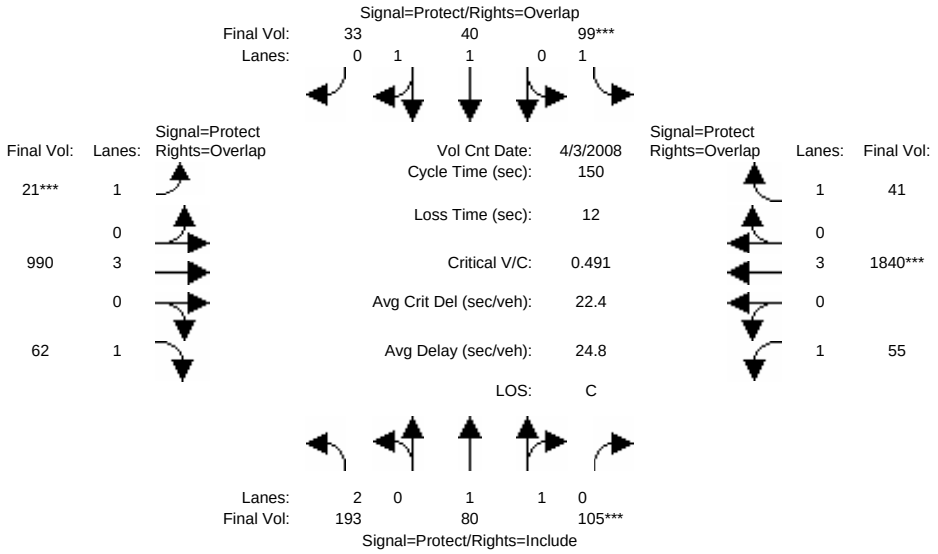
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	196	196	55	197	37	368	118	848	128	68	1851	314
Growth Adj:	1.00	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	196	55	197	37	368	118	848	128	68	1851	314
Added Vol:	0	0	0	0	0	0	0	55	0	0	3	3
PasserByVol:	0	0	0	13	0	47	42	0	0	0	0	1
Initial Fut:	196	196	55	210	37	415	160	903	128	68	1854	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	196	55	210	37	415	160	903	128	68	1854	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	196	55	210	37	415	160	903	128	68	1854	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	196	196	55	210	37	415	160	903	128	68	1854	318
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.39	1.24	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.18	1.33	0.49	1.72	0.28	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3126	3126	877	3011	531	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.07	0.07	0.24	0.05	0.16	0.07	0.02	0.33	0.18
Crit Moves:		****				****	****				****	
Green Time:	12.8	12.8	12.8	48.4	48.4	48.4	10.4	59.3	72.1	17.5	66.4	114.8
Volume/Cap:	0.73	0.73	0.73	0.22	0.22	0.73	0.73	0.40	0.15	0.19	0.73	0.24
Delay/Veh:	71.6	71.6	71.6	37.0	37.0	48.3	80.7	32.7	21.9	60.1	35.7	5.1
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:	71.6	71.6	71.6	37.0	37.0	48.3	80.7	32.7	21.9	60.1	35.7	5.1
LOS by Move:	E	E	E	D	D	D	F	C	C	E	D	A
HCM2kAvgQ:	8	7	6	4	4	18	4	9	3	2	23	4

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

Martial Cottle Park

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

Intersection #5712: CAPITOL/VISTAPARK



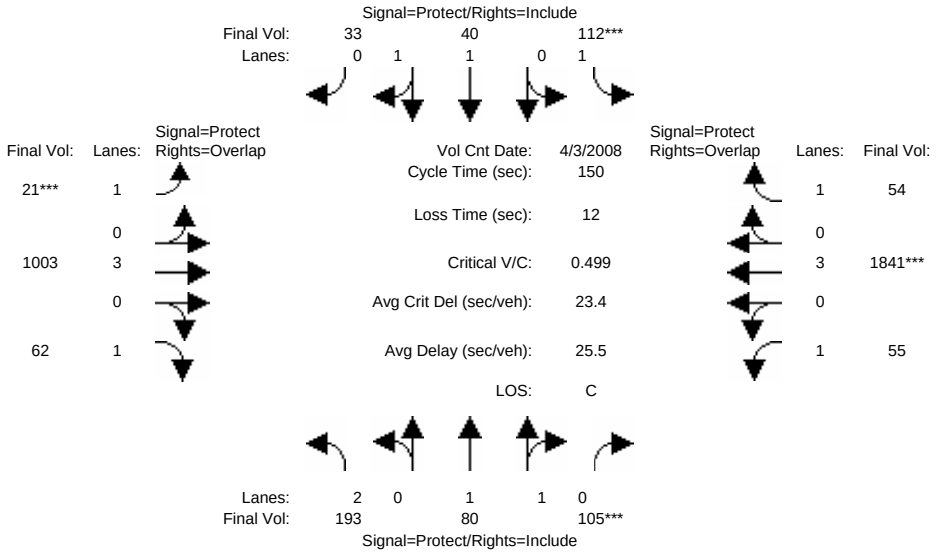
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Volume Module: >> Count Date: 3 Apr 2008 << 7:15-8:15AM																
Base Vol:	193	80	105		99	40	33		21	990	62		55	1840	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:	193	80	105		99	40	33		21	990	62		55	1840	41	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	193	80	105		99	40	33		21	990	62		55	1840	41	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	193	80	105		99	40	33		21	990	62		55	1840	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	193	80	105		99	40	33		21	990	62		55	1840	41	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	193	80	105		99	40	33		21	990	62		55	1840	41	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	1.00	1.00		1.00	1.07	0.93		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3150	1900	1750		1750	2026	1672		1750	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.04	0.06		0.06	0.02	0.02		0.01	0.17	0.04		0.03	0.32	0.02	
Crit Moves:			****		****				****					****		
Green Time:	16.6	17.9	17.9		16.9	18.1	25.1		7.0	81.4	98.0		21.9	96.2	113.1	
Volume/Cap:	0.55	0.35	0.50		0.50	0.16	0.12		0.26	0.32	0.05		0.22	0.50	0.03	
Delay/Veh:	69.3	62.6	66.7		71.5	59.9	53.4		76.5	19.3	9.4		58.4	14.7	4.7	
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:	69.3	62.6	66.7		71.5	59.9	53.4		76.5	19.3	9.4		58.4	14.7	4.7	
LOS by Move:	E	E	E		E	E	D		E	B	A		E	B	A	
HCM2kAvgQ:	6	4	5		5	2	1		1	8	1		2	14	0	

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

Martial Cottle Park

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

Intersection #5712: CAPITOL/VISTAPARK



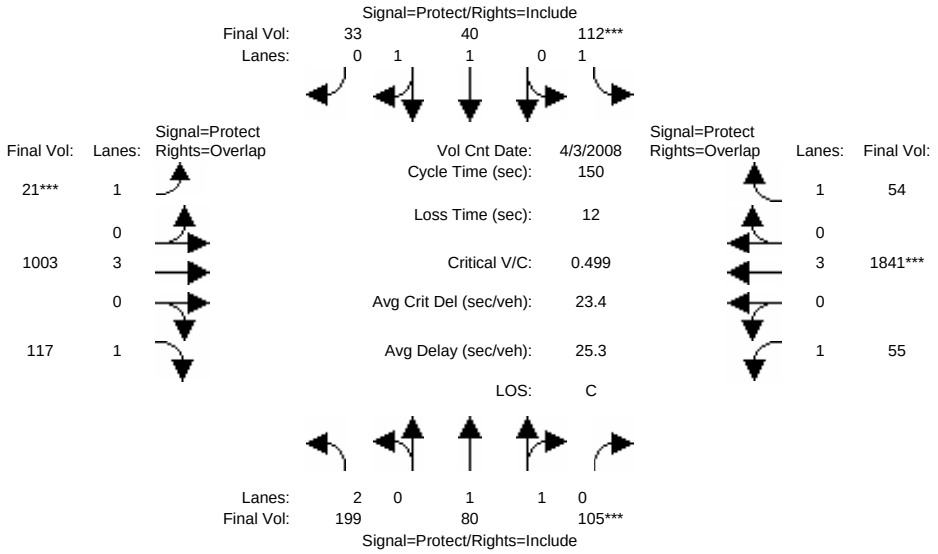
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Volume Module: >> Count Date: 3 Apr 2008 << 7:15-8:15AM																
Base Vol:	193	80	105		99	40	33		21	990	62		55	1840	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:	193	80	105		99	40	33		21	990	62		55	1840	41	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		13	0	0		0	13	0		0	1	13	
Initial Fut:	193	80	105		112	40	33		21	1003	62		55	1841	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	193	80	105		112	40	33		21	1003	62		55	1841	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	193	80	105		112	40	33		21	1003	62		55	1841	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	193	80	105		112	40	33		21	1003	62		55	1841	54	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	1.00	1.00		1.00	1.07	0.93		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3150	1900	1750		1750	2026	1672		1750	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.04	0.06		0.06	0.02	0.02		0.01	0.18	0.04		0.03	0.32	0.03	
Crit Moves:			****		****				****					****		
Green Time:	17.4	17.6	17.6		18.8	18.9	18.9		7.0	80.3	97.8		21.3	94.7	113.4	
Volume/Cap:	0.53	0.36	0.51		0.51	0.16	0.16		0.26	0.33	0.05		0.22	0.51	0.04	
Delay/Veh:	67.8	63.0	67.3		69.7	59.1	59.1		76.5	19.9	9.5		59.0	15.6	4.7	
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:	67.8	63.0	67.3		69.7	59.1	59.1		76.5	19.9	9.5		59.0	15.6	4.7	
LOS by Move:	E	E	E		E	E	E		E	B	A		E	B	A	
HCM2kAvgQ:	6	4	5		6	2	2		1	9	1		2	14	1	

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

Martial Cottle Park

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

Intersection #5712: CAPITOL/VISTAPARK



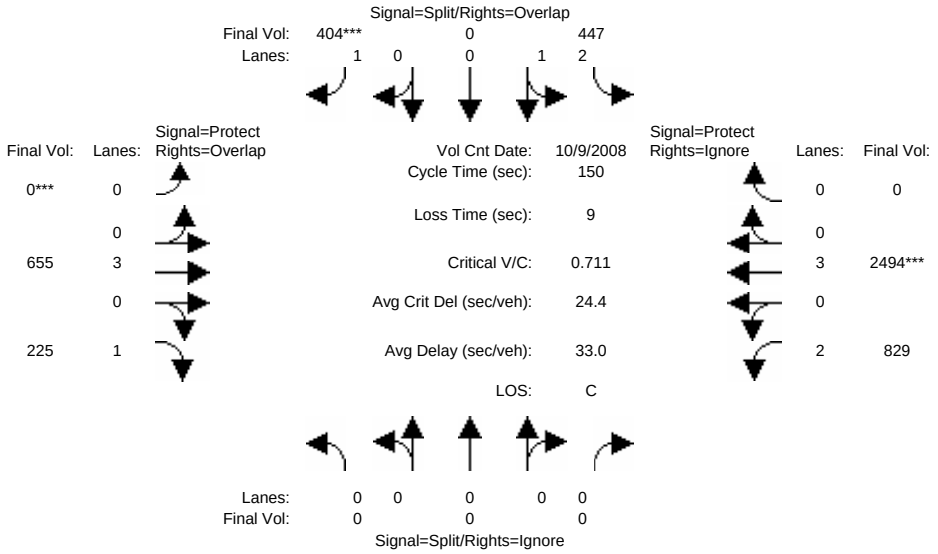
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Volume Module: >> Count Date: 3 Apr 2008 << 7:15-8:15AM																
Base Vol:	193	80	105		99	40	33		21	990	62		55	1840	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:	193	80	105		99	40	33		21	990	62		55	1840	41	
Added Vol:	6	0	0		0	0	0		0	0	55		0	0	0	
PasserByVol:	0	0	0		13	0	0		0	13	0		0	1	13	
Initial Fut:	199	80	105		112	40	33		21	1003	117		55	1841	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	199	80	105		112	40	33		21	1003	117		55	1841	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	199	80	105		112	40	33		21	1003	117		55	1841	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	199	80	105		112	40	33		21	1003	117		55	1841	54	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	1.00	1.00		1.00	1.07	0.93		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3150	1900	1750		1750	2026	1672		1750	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.04	0.06		0.06	0.02	0.02		0.01	0.18	0.07		0.03	0.32	0.03	
Crit Moves:			****		****				****					****		
Green Time:	17.7	17.6	17.6		18.8	18.7	18.7		7.0	80.3	98.0		21.3	94.7	113.4	
Volume/Cap:	0.54	0.36	0.51		0.51	0.16	0.16		0.26	0.33	0.10		0.22	0.51	0.04	
Delay/Veh:	67.8	63.0	67.3		69.7	59.4	59.4		76.5	19.9	9.8		59.0	15.6	4.7	
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:	67.8	63.0	67.3		69.7	59.4	59.4		76.5	19.9	9.8		59.0	15.6	4.7	
LOS by Move:	E	E	E		E	E	E		E	B	A		E	B	A	
HCM2kAvgQ:	6	4	5		6	2	2		1	9	2		2	14	1	

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

Martial Cottle Park

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

Intersection #5713: 87/CAPITOL



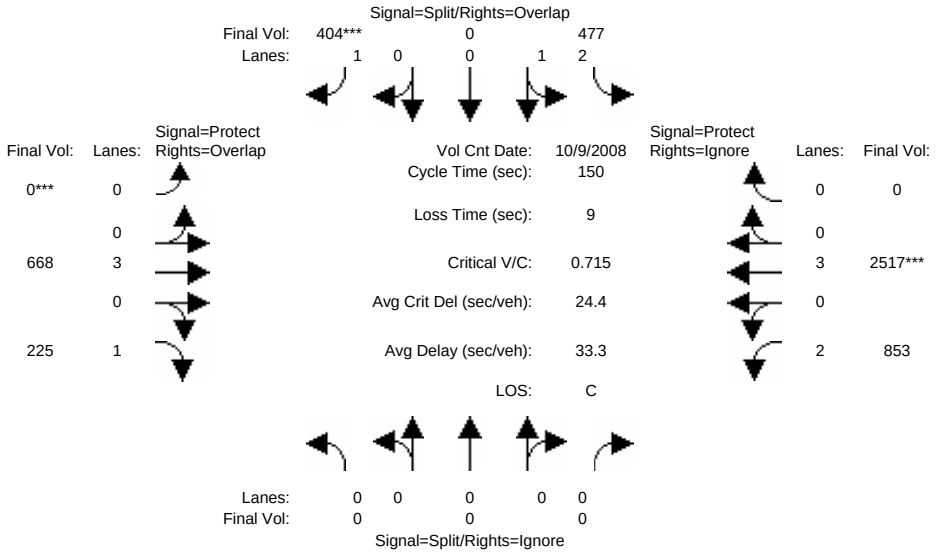
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	0	0	0	447	0	404	0	655	225	829	2494	0
Growth Adj:	1.00	1.00	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	447	0	404	0	655	225	829	2494	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	447	0	404	0	655	225	829	2494	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	447	0	404	0	655	225	829	2494	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	447	0	404	0	655	225	829	2494	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	447	0	404	0	655	225	829	2494	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.64	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3668	0	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.23	0.00	0.11	0.13	0.26	0.44	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	48.7	0.0	48.7	0.0	30.3	30.3	62.0	92.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.71	0.00	0.57	0.64	0.64	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	39.2	0.0	48.7	0.0	54.6	58.6	36.1	20.4	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	39.2	0.0	48.7	0.0	54.6	58.6	36.1	20.4	0.0
LOS by Move:	A	A	A	D	A	D	A	D	E	D	C	A
HCM2kAvgQ:	0	0	0	6	0	18	0	9	11	18	25	0

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

Martial Cottle Park

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

Intersection #5713: 87/CAPITOL



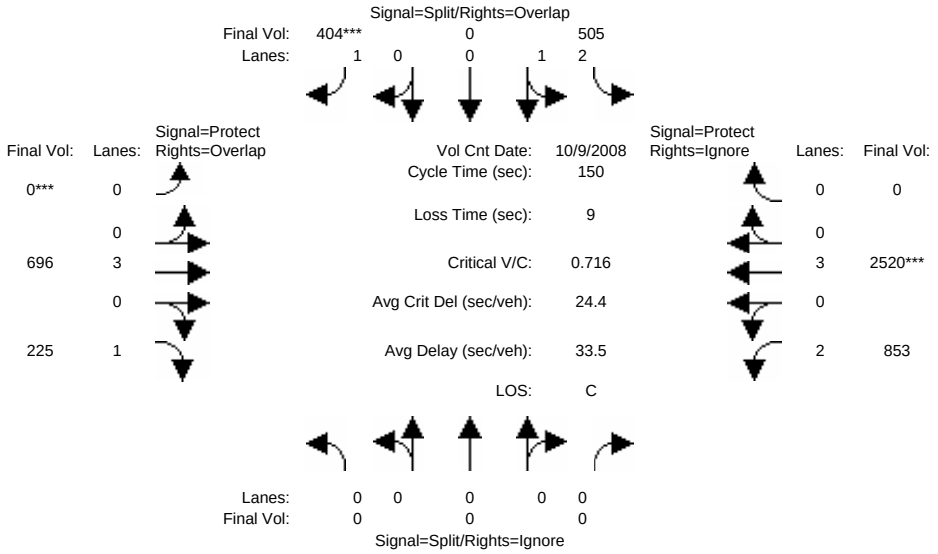
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	0	0	0	447	0	404	0	655	225	829	2494	0
Growth Adj:	1.00	1.00	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	447	0	404	0	655	225	829	2494	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	30	0	0	0	13	0	24	23	0
Initial Fut:	0	0	0	477	0	404	0	668	225	853	2517	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	477	0	404	0	668	225	853	2517	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	477	0	404	0	668	225	853	2517	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	477	0	404	0	668	225	853	2517	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.64	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3668	0	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.23	0.00	0.12	0.13	0.27	0.44	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	48.4	0.0	48.4	0.0	29.8	29.8	62.8	92.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.72	0.00	0.59	0.65	0.65	0.72	0.00
Delay/Veh:	0.0	0.0	0.0	39.8	0.0	49.1	0.0	55.4	59.5	35.9	20.4	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	39.8	0.0	49.1	0.0	55.4	59.5	35.9	20.4	0.0
LOS by Move:	A	A	A	D	A	D	A	E	E	D	C	A
HCM2kAvgQ:	0	0	0	7	0	18	0	10	11	18	25	0

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

Martial Cottle Park

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

Intersection #5713: 87/CAPITOL



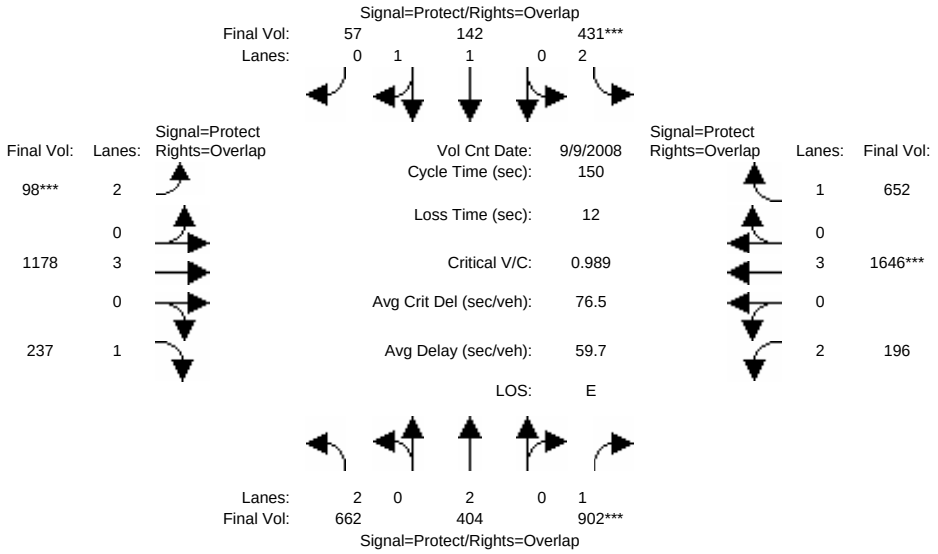
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 9 Oct 2008 <<												
Base Vol:	0	0	0	447	0	404	0	655	225	829	2494	0
Growth Adj:	1.00	1.00	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	447	0	404	0	655	225	829	2494	0
Added Vol:	0	0	0	28	0	0	0	28	0	0	3	0
PasserByVol:	0	0	0	30	0	0	0	13	0	24	23	0
Initial Fut:	0	0	0	505	0	404	0	696	225	853	2520	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	505	0	404	0	696	225	853	2520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	505	0	404	0	696	225	853	2520	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	505	0	404	0	696	225	853	2520	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.64	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3668	0	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.23	0.00	0.12	0.13	0.27	0.44	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	48.4	0.0	48.4	0.0	29.8	29.8	62.8	92.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.72	0.00	0.61	0.65	0.65	0.72	0.00
Delay/Veh:	0.0	0.0	0.0	40.2	0.0	49.1	0.0	55.9	59.4	35.9	20.4	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	40.2	0.0	49.1	0.0	55.9	59.4	35.9	20.4	0.0
LOS by Move:	A	A	A	D	A	D	A	E	E	D	C	A
HCM2kAvgQ:	0	0	0	7	0	18	0	10	11	18	26	0

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

Martial Cottle Park

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

Intersection #5715: CAPITOL/SNELL



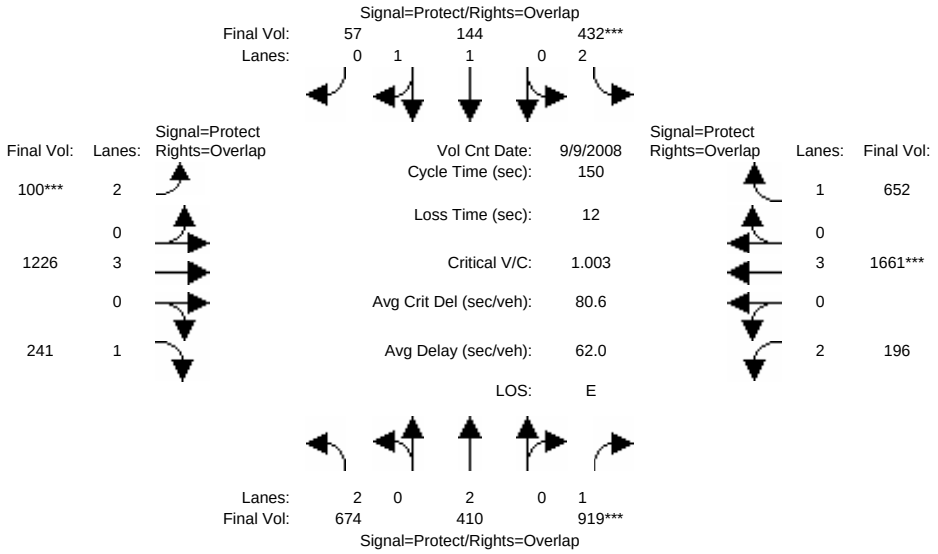
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 9 Sep 2008 <<												
Base Vol:	662	404	902	431	142	57	98	1178	237	196	1646	652
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	662	404	902	431	142	57	98	1178	237	196	1646	652
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	662	404	902	431	142	57	98	1178	237	196	1646	652
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	662	404	902	431	142	57	98	1178	237	196	1646	652
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	662	404	902	431	142	57	98	1178	237	196	1646	652
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	662	404	902	431	142	57	98	1178	237	196	1646	652
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.41	0.59	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	2639	1059	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.11	0.52	0.14	0.05	0.05	0.03	0.21	0.14	0.06	0.29	0.37
Crit Moves:			****	****			****				****	
Green Time:	66.8	67.6	79.1	20.4	21.2	28.2	7.0	38.5	105.2	11.6	43.0	63.4
Volume/Cap:	0.47	0.24	0.98	1.01	0.38	0.29	0.67	0.81	0.19	0.81	1.01	0.88
Delay/Veh:	29.5	25.4	58.5	109.9	58.9	52.5	81.4	55.7	7.8	85.7	77.3	51.7
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:	29.5	25.4	58.5	109.9	58.9	52.5	81.4	55.7	7.8	85.7	77.3	51.7
LOS by Move:	C	C	E	F	E	D	F	E	A	F	E	D
HCM2kAvgQ:	12	5	48	17	4	4	3	17	4	6	30	32

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

Martial Cottle Park

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

Intersection #5715: CAPITOL/SNELL



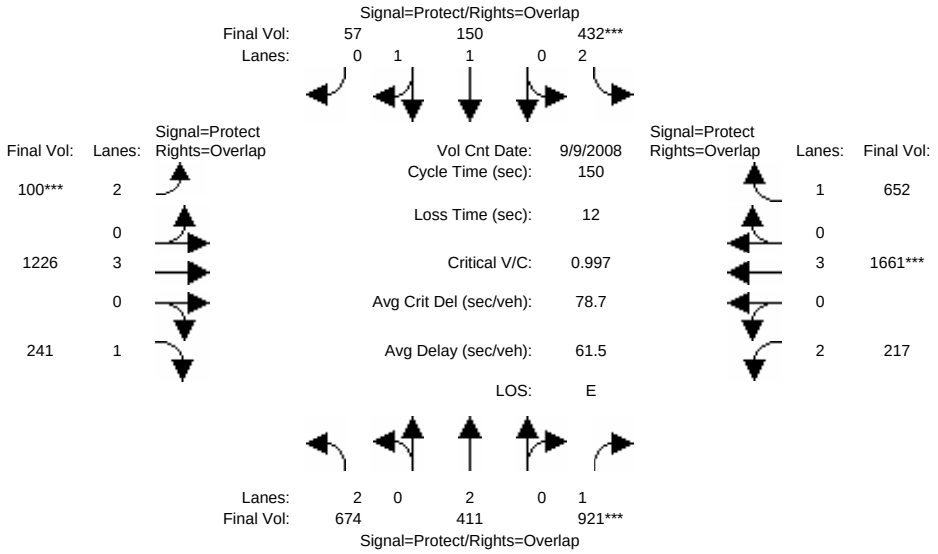
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 9 Sep 2008 <<												
Base Vol:	662	404	902	431	142	57	98	1178	237	196	1646	652
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	662	404	902	431	142	57	98	1178	237	196	1646	652
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	12	6	17	1	2	0	2	48	4	0	15	0
Initial Fut:	674	410	919	432	144	57	100	1226	241	196	1661	652
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	674	410	919	432	144	57	100	1226	241	196	1661	652
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	674	410	919	432	144	57	100	1226	241	196	1661	652
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	674	410	919	432	144	57	100	1226	241	196	1661	652
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.42	0.58	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	2650	1049	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.11	0.53	0.14	0.05	0.05	0.03	0.22	0.14	0.06	0.29	0.37
Crit Moves:			****	****			****				****	
Green Time:	67.2	68.0	79.2	20.2	20.9	27.9	7.0	38.6	105.9	11.2	42.8	63.0
Volume/Cap:	0.48	0.24	0.99	1.02	0.39	0.29	0.68	0.83	0.20	0.83	1.02	0.89
Delay/Veh:	29.3	25.2	63.4	114.0	59.2	52.7	82.6	57.0	7.6	90.5	81.3	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	25.2	63.4	114.0	59.2	52.7	82.6	57.0	7.6	90.5	81.3	52.9
LOS by Move:	C	C	E	F	E	D	F	E	A	F	F	D
HCM2kAvgQ:	13	5	51	17	5	4	3	18	4	6	31	32

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

Martial Cottle Park

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

Intersection #5715: CAPITOL/SNELL



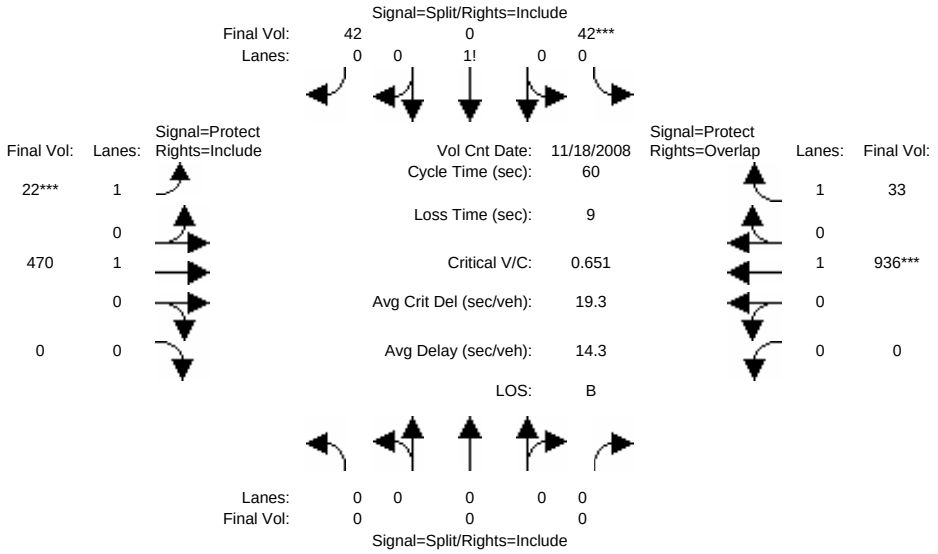
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 9 Sep 2008 <<												
Base Vol:	662	404	902	431	142	57	98	1178	237	196	1646	652
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	662	404	902	431	142	57	98	1178	237	196	1646	652
Added Vol:	0	1	2	0	6	0	0	0	0	21	0	0
PasserByVol:	12	6	17	1	2	0	2	48	4	0	15	0
Initial Fut:	674	411	921	432	150	57	100	1226	241	217	1661	652
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	674	411	921	432	150	57	100	1226	241	217	1661	652
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	674	411	921	432	150	57	100	1226	241	217	1661	652
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	674	411	921	432	150	57	100	1226	241	217	1661	652
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.43	0.57	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	2680	1019	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.11	0.53	0.14	0.06	0.06	0.03	0.22	0.14	0.07	0.29	0.37
Crit Moves:			****	****			****				****	
Green Time:	67.0	67.6	79.8	20.3	20.9	27.9	7.0	37.9	105.0	12.2	43.1	63.4
Volume/Cap:	0.48	0.24	0.99	1.01	0.40	0.30	0.68	0.85	0.20	0.85	1.01	0.88
Delay/Veh:	29.5	25.4	61.5	112.2	59.4	52.9	82.6	58.4	7.9	90.8	79.3	51.9
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:	29.5	25.4	61.5	112.2	59.4	52.9	82.6	58.4	7.9	90.8	79.3	51.9
LOS by Move:	C	C	E	F	E	D	F	E	A	F	E	D
HCM2kAvgQ:	13	5	51	17	5	4	3	19	4	7	30	32

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

Martial Cottle Park

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

Intersection #55: BRANHAM/SAFEWAY



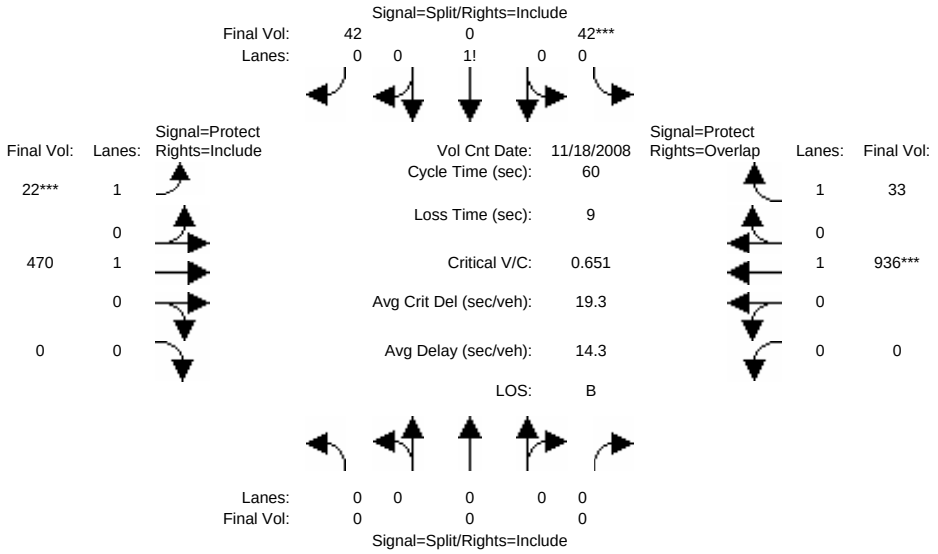
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2008 <<												
Base Vol:	0	0	0	42	0	42	22	470	0	0	936	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	0	42	22	470	0	0	936	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	42	0	42	22	470	0	0	936	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	42	0	42	22	470	0	0	936	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	42	0	42	22	470	0	0	936	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	42	0	42	22	470	0	0	936	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	875	0	875	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.01	0.25	0.00	0.00	0.49	0.02
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	41.0	0.0	0.0	34.0	44.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.29	0.11	0.36	0.00	0.00	0.87	0.03
Delay/Veh:	0.0	0.0	0.0	22.4	0.0	22.4	23.9	4.2	0.0	0.0	18.9	2.2
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	0.0	0.0	22.4	0.0	22.4	23.9	4.2	0.0	0.0	18.9	2.2
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	2	0	4	0	0	16	0

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

Martial Cottle Park

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

Intersection #55: BRANHAM/SAFEWAY



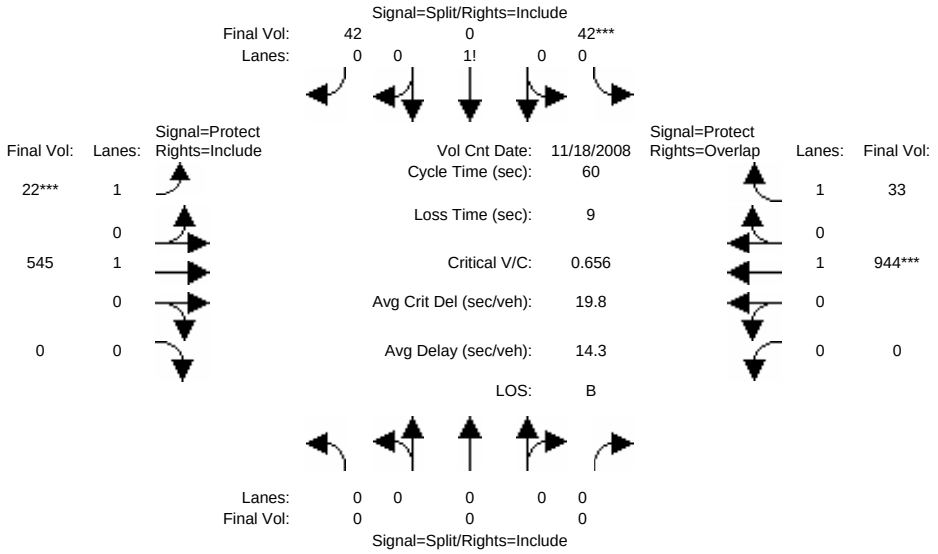
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2008 <<												
Base Vol:	0	0	0	42	0	42	22	470	0	0	936	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	0	42	22	470	0	0	936	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	42	0	42	22	470	0	0	936	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	42	0	42	22	470	0	0	936	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	42	0	42	22	470	0	0	936	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	42	0	42	22	470	0	0	936	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	875	0	875	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.01	0.25	0.00	0.00	0.49	0.02
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	41.0	0.0	0.0	34.0	44.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.29	0.11	0.36	0.00	0.00	0.87	0.03
Delay/Veh:	0.0	0.0	0.0	22.4	0.0	22.4	23.9	4.2	0.0	0.0	18.9	2.2
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	0.0	0.0	22.4	0.0	22.4	23.9	4.2	0.0	0.0	18.9	2.2
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	2	0	4	0	0	16	0

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

Martial Cottle Park

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM (Snell and Chynoweth)

Intersection #55: BRANHAM/SAFEWAY



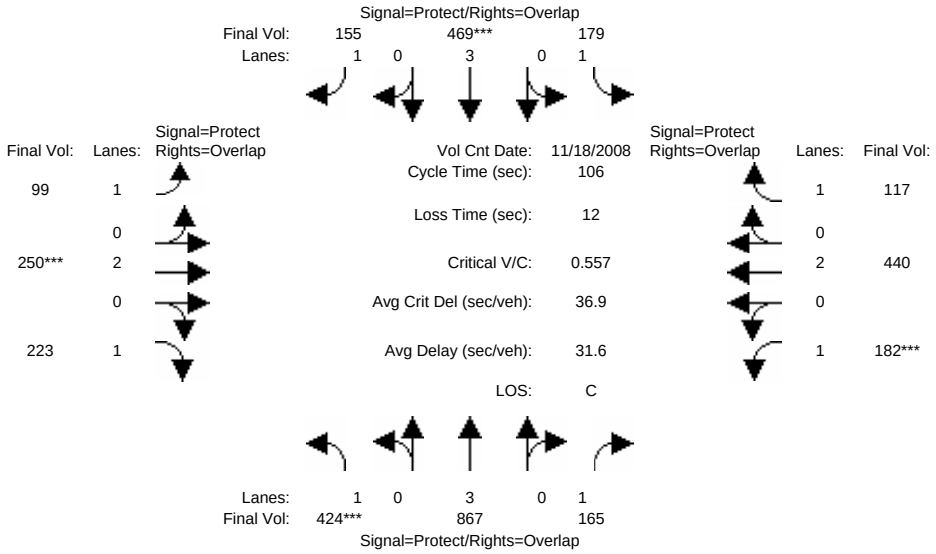
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2008 <<												
Base Vol:	0	0	0	42	0	42	22	470	0	0	936	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	0	42	22	470	0	0	936	33
Added Vol:	0	0	0	0	0	0	0	75	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	42	0	42	22	545	0	0	944	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	42	0	42	22	545	0	0	944	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	42	0	42	22	545	0	0	944	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	42	0	42	22	545	0	0	944	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	875	0	875	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.01	0.29	0.00	0.00	0.50	0.02
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	41.0	0.0	0.0	34.0	44.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.29	0.11	0.42	0.00	0.00	0.88	0.03
Delay/Veh:	0.0	0.0	0.0	22.4	0.0	22.4	23.9	4.4	0.0	0.0	19.5	2.2
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	0.0	0.0	22.4	0.0	22.4	23.9	4.4	0.0	0.0	19.5	2.2
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	2	0	4	0	0	16	0

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

Martial Cottle Park

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

Intersection #3354: BRANHAM/SNELL



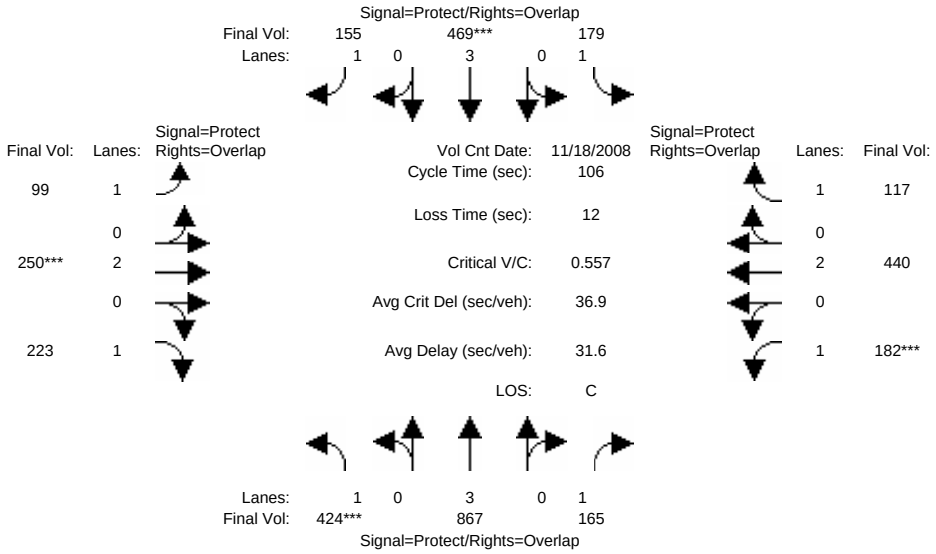
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2008 << 7:15-8:15AM												
Base Vol:	424	867	165	179	469	155	99	250	223	182	440	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	424	867	165	179	469	155	99	250	223	182	440	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	424	867	165	179	469	155	99	250	223	182	440	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	424	867	165	179	469	155	99	250	223	182	440	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	867	165	179	469	155	99	250	223	182	440	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	424	867	165	179	469	155	99	250	223	182	440	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.15	0.09	0.10	0.08	0.09	0.06	0.07	0.13	0.10	0.12	0.07
Crit Moves:	****				****			****			****	
Green Time:	46.1	36.9	56.7	24.8	15.6	27.4	11.7	12.5	58.6	19.8	20.6	45.4
Volume/Cap:	0.56	0.44	0.18	0.44	0.56	0.34	0.51	0.56	0.23	0.56	0.60	0.16
Delay/Veh:	23.3	26.7	12.8	35.4	42.8	32.5	46.7	45.7	12.3	41.3	40.3	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	26.7	12.8	35.4	42.8	32.5	46.7	45.7	12.3	41.3	40.3	18.7
LOS by Move:	C	C	B	D	D	C	D	D	B	D	D	B
HCM2kAvgQ:	11	7	3	5	5	4	3	4	4	6	7	2

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

Martial Cottle Park

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

Intersection #3354: BRANHAM/SNELL



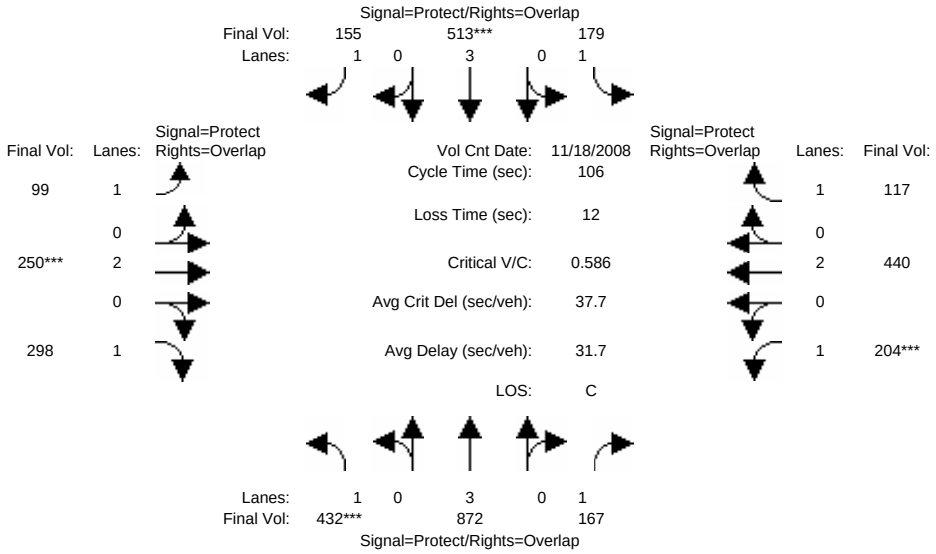
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2008 << 7:15-8:15AM												
Base Vol:	424	867	165	179	469	155	99	250	223	182	440	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	424	867	165	179	469	155	99	250	223	182	440	117
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:	424	867	165	179	469	155	99	250	223	182	440	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	424	867	165	179	469	155	99	250	223	182	440	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	867	165	179	469	155	99	250	223	182	440	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	424	867	165	179	469	155	99	250	223	182	440	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.15	0.09	0.10	0.08	0.09	0.06	0.07	0.13	0.10	0.12	0.07
Crit Moves:	****				****			****			****	
Green Time:	46.1	36.9	56.7	24.8	15.6	27.4	11.7	12.5	58.6	19.8	20.6	45.4
Volume/Cap:	0.56	0.44	0.18	0.44	0.56	0.34	0.51	0.56	0.23	0.56	0.60	0.16
Delay/Veh:	23.3	26.7	12.8	35.4	42.8	32.5	46.7	45.7	12.3	41.3	40.3	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	26.7	12.8	35.4	42.8	32.5	46.7	45.7	12.3	41.3	40.3	18.7
LOS by Move:	C	C	B	D	D	C	D	D	B	D	D	B
HCM2kAvgQ:	11	7	3	5	5	4	3	4	4	6	7	2

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

Martial Cottle Park

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM (Snell and Chynoweth)

Intersection #3354: BRANHAM/SNELL



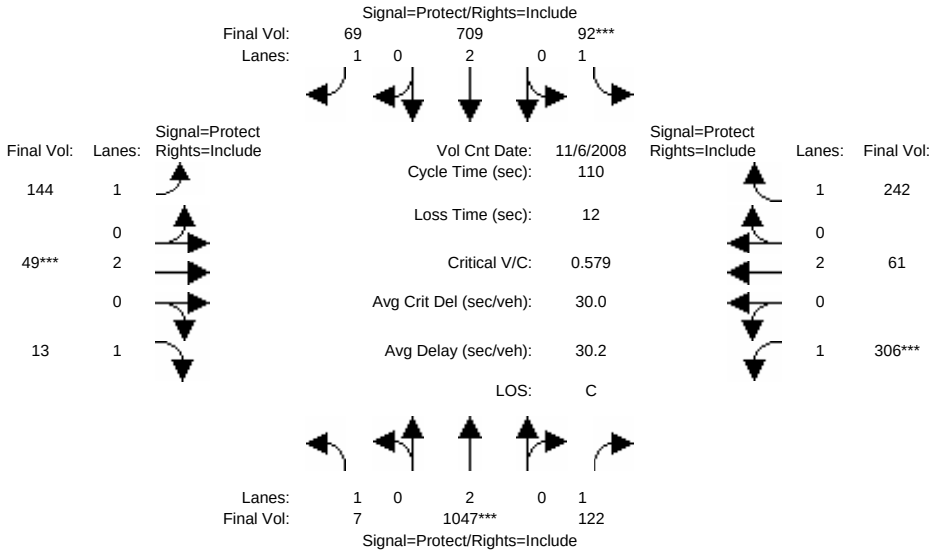
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2008 << 7:15-8:15AM												
Base Vol:	424	867	165	179	469	155	99	250	223	182	440	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	424	867	165	179	469	155	99	250	223	182	440	117
Added Vol:	8	5	2	0	44	0	0	0	75	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	432	872	167	179	513	155	99	250	298	204	440	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	432	872	167	179	513	155	99	250	298	204	440	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	872	167	179	513	155	99	250	298	204	440	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	432	872	167	179	513	155	99	250	298	204	440	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.15	0.10	0.10	0.09	0.09	0.06	0.07	0.17	0.12	0.12	0.07
Crit Moves:	****				****			****			****	
Green Time:	44.7	36.5	57.7	24.4	16.3	28.3	12.0	11.9	56.6	21.1	21.0	45.5
Volume/Cap:	0.59	0.44	0.18	0.44	0.59	0.33	0.50	0.59	0.32	0.59	0.58	0.16
Delay/Veh:	24.8	27.0	12.3	35.7	42.7	31.7	46.2	46.8	14.1	41.1	39.7	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	27.0	12.3	35.7	42.7	31.7	46.2	46.8	14.1	41.1	39.7	18.6
LOS by Move:	C	C	B	D	D	C	D	D	B	D	D	B
HCM2kAvgQ:	11	7	3	5	5	4	3	4	6	6	6	2

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

Martial Cottle Park

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

Intersection #3404: CHYNOWETH/SNELL



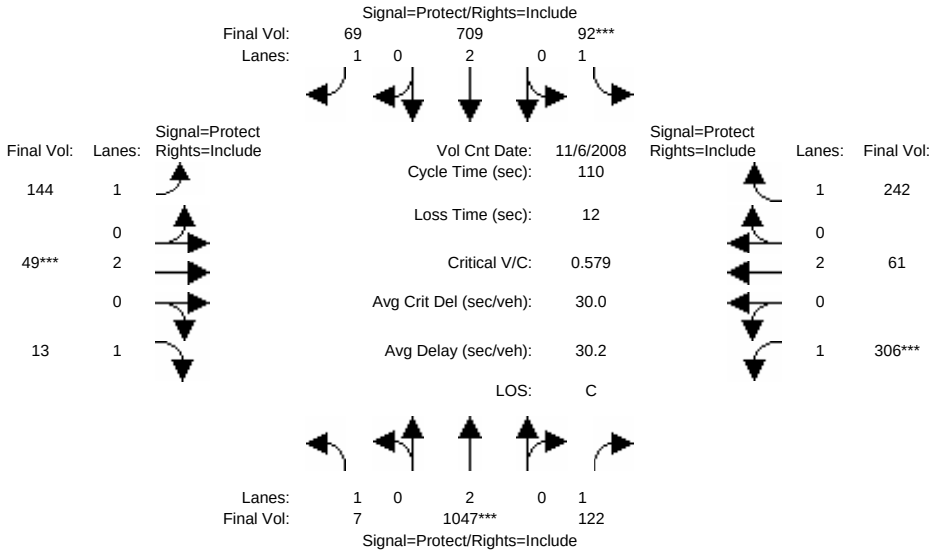
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Nov 2008 << 7:15-8:15AM												
Base Vol:	7	1047	122	92	709	69	144	49	13	306	61	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1047	122	92	709	69	144	49	13	306	61	242
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1047	122	92	709	69	144	49	13	306	61	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1047	122	92	709	69	144	49	13	306	61	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1047	122	92	709	69	144	49	13	306	61	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1047	122	92	709	69	144	49	13	306	61	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.07	0.05	0.19	0.04	0.08	0.01	0.01	0.17	0.02	0.14
Crit Moves:		****		****				****		****		
Green Time:	14.6	48.2	48.2	9.2	42.8	42.8	15.1	10.0	10.0	30.6	25.5	25.5
Volume/Cap:	0.03	0.63	0.16	0.63	0.48	0.10	0.60	0.14	0.08	0.63	0.07	0.60
Delay/Veh:	41.6	24.7	18.8	57.2	25.5	21.4	48.7	46.2	46.0	37.4	33.1	40.2
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:	41.6	24.7	18.8	57.2	25.5	21.4	48.7	46.2	46.0	37.4	33.1	40.2
LOS by Move:	D	C	B	E	C	C	D	D	D	D	C	D
HCM2kAvgQ:	0	14	3	3	9	2	5	1	0	10	1	8

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

Martial Cottle Park

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

Intersection #3404: CHYNOWETH/SNELL



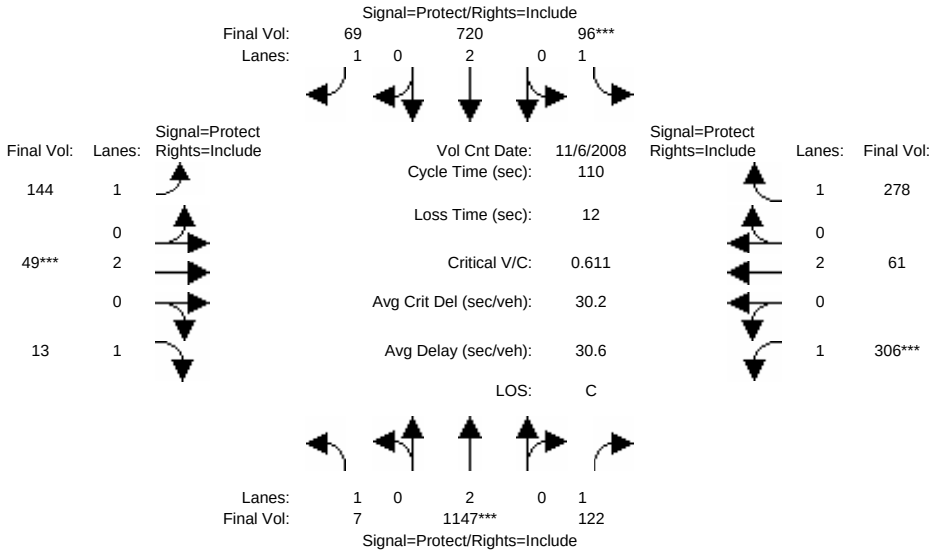
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Nov 2008 << 7:15-8:15AM												
Base Vol:	7	1047	122	92	709	69	144	49	13	306	61	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1047	122	92	709	69	144	49	13	306	61	242
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:	7	1047	122	92	709	69	144	49	13	306	61	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1047	122	92	709	69	144	49	13	306	61	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1047	122	92	709	69	144	49	13	306	61	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1047	122	92	709	69	144	49	13	306	61	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.07	0.05	0.19	0.04	0.08	0.01	0.01	0.17	0.02	0.14
Crit Moves:		****		****				****		****		
Green Time:	14.6	48.2	48.2	9.2	42.8	42.8	15.1	10.0	10.0	30.6	25.5	25.5
Volume/Cap:	0.03	0.63	0.16	0.63	0.48	0.10	0.60	0.14	0.08	0.63	0.07	0.60
Delay/Veh:	41.6	24.7	18.8	57.2	25.5	21.4	48.7	46.2	46.0	37.4	33.1	40.2
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:	41.6	24.7	18.8	57.2	25.5	21.4	48.7	46.2	46.0	37.4	33.1	40.2
LOS by Move:	D	C	B	E	C	C	D	D	D	D	C	D
HCM2kAvgQ:	0	14	3	3	9	2	5	1	0	10	1	8

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

Martial Cottle Park

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project AM (Snell and Chynoweth)

Intersection #3404: CHYNOWETH/SNELL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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
Volume Module: >> Count Date: 6 Nov 2008 << 7:15-8:15AM												
Base Vol:	7	1047	122	92	709	69	144	49	13	306	61	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1047	122	92	709	69	144	49	13	306	61	242
Added Vol:	0	100	0	4	11	0	0	0	0	0	0	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1147	122	96	720	69	144	49	13	306	61	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1147	122	96	720	69	144	49	13	306	61	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1147	122	96	720	69	144	49	13	306	61	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1147	122	96	720	69	144	49	13	306	61	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.07	0.05	0.19	0.04	0.08	0.01	0.01	0.17	0.02	0.16
Crit Moves:		****		****				****		****		
Green Time:	14.8	50.0	50.0	9.1	44.2	44.2	13.3	10.0	10.0	28.9	25.7	25.7
Volume/Cap:	0.03	0.66	0.15	0.66	0.47	0.10	0.68	0.14	0.08	0.66	0.07	0.68
Delay/Veh:	41.4	24.5	17.7	60.1	24.5	20.5	55.1	46.2	46.0	39.8	32.9	43.1
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:	41.4	24.5	17.7	60.1	24.5	20.5	55.1	46.2	46.0	39.8	32.9	43.1
LOS by Move:	D	C	B	E	C	C	E	D	D	D	C	D
HCM2kAvgQ:	0	15	3	4	9	1	5	1	0	10	1	9

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

Martial Cottle Park

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing PM				Background PM				Project PM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#3004	85/BLOSSOM HILL (E)	C	27.5	0.621	38.3	C	27.5	0.621	38.3	C	27.8	0.639	+ 0.018	38.5	+ 0.2	?	xx.x	x.xxx	xx.x
#3005	85/BLOSSOM HILL (W)	D	53.3	0.875	62.4	D	53.3	0.875	62.4	D	53.7	0.881	+ 0.006	62.9	+ 0.6	?	xx.x	x.xxx	xx.x
#3078	BLOSSOM HILL/MONTEREY (N)	B	18.3	0.669	20.3	C	29.3	0.959	34.1	C	29.7	0.962	+ 0.003	34.7	+ 0.6	?	xx.x	x.xxx	xx.x
#3079	BLOSSOM HILL/MONTEREY (S)	C	24.4	0.657	32.8	D	48.3	1.057	69.7	D	49.5	1.062	+ 0.005	71.6	+ 1.9	?	xx.x	x.xxx	xx.x
#3080	BLOSSOM HILL/SANTA TERESA	D	41.1	0.439	43.9	D	41.1	0.443	43.9	D	41.1	0.445	+ 0.002	43.9	+ 0.0	?	xx.x	x.xxx	xx.x
#3081	BLOSSOM HILL/SNELL	D	45.1	0.604	53.4	D	47.1	0.733	54.7	D	47.5	0.746	+ 0.013	55.3	+ 0.6	?	xx.x	x.xxx	xx.x
#3082	BRANHAM/MONTEREY	D	38.8	0.474	42.2	D	35.9	0.746	41.5	D	36.2	0.749	+ 0.003	41.8	+ 0.4	?	xx.x	x.xxx	xx.x
#3091	CAPITOL/MONTEREY (N)	B	19.9	0.443	9.2	C	21.0	0.485	34.5	C	21.1	0.487	+ 0.003	34.5	- 0.0	?	xx.x	x.xxx	xx.x
#3092	CAPITOL/MONTEREY (S)	B	13.8	0.445	9.0	B	14.7	0.499	9.2	B	14.9	0.504	+ 0.005	9.4	+ 0.3	?	xx.x	x.xxx	xx.x
#3109	MONTEREY/SENTER	C	30.1	0.543	46.7	C	30.5	0.629	47.3	C	30.5	0.632	+ 0.003	47.3	+ 0.0	?	xx.x	x.xxx	xx.x
#3110	MONTEREY/SKYWAY	C	30.3	0.548	32.7	C	31.0	0.621	37.7	C	31.2	0.625	+ 0.004	38.0	+ 0.2	?	xx.x	x.xxx	xx.x
#3208	87/NARVAEZ	B	14.5	0.642	14.6	B	15.0	0.661	15.4	B	15.0	0.661	+ 0.000	15.3	- 0.1	?	xx.x	x.xxx	xx.x
#3272	AVENIDA DEL ROBLE/SNELL	B	13.2	0.401	13.7	B	13.2	0.401	13.7	B	11.9	0.390	- 0.012	9.5	- 4.2	?	xx.x	x.xxx	xx.x
#3300	BESWICK/BLOSSOM HILL	B	19.6	0.423	22.8	C	22.7	0.659	30.5	C	22.7	0.660	+ 0.001	30.5	- 0.0	?	xx.x	x.xxx	xx.x
#3314	BLOSSOM HILL/CAHALAN	D	38.6	0.402	43.4	D	38.6	0.402	43.4	D	38.5	0.407	+ 0.006	43.5	+ 0.1	?	xx.x	x.xxx	xx.x
#3316	BLOSSOM HILL/CHESBRO	C	28.8	0.390	30.3	C	28.8	0.390	30.3	C	28.5	0.393	+ 0.002	30.1	- 0.2	?	xx.x	x.xxx	xx.x
#3318	BLOSSOM HILL/EAGLES	B	13.9	0.314	10.9	B	14.2	0.388	15.1	B	14.1	0.388	+ 0.001	15.1	- 0.0	?	xx.x	x.xxx	xx.x
#3322	BLOSSOM HILL/JUDITH	B	14.0	0.293	9.5	B	14.1	0.422	15.1	B	14.0	0.423	+ 0.001	15.1	- 0.0	?	xx.x	x.xxx	xx.x
#3324	BLOSSOM HILL/LEAN	C	23.9	0.443	22.8	C	23.5	0.561	23.2	C	23.4	0.561	+ 0.001	23.2	- 0.0	?	xx.x	x.xxx	xx.x
#3328	BLOSSOM HILL/PLAYA DEL REY	C	22.9	0.321	22.5	C	22.9	0.321	22.5	C	22.9	0.324	+ 0.003	22.5	+ 0.0	?	xx.x	x.xxx	xx.x
#3330	BLOSSOM HILL/POUGHKEEPSIE	B	13.8	0.349	19.8	C	28.6	0.772	35.6	C	28.6	0.773	+ 0.001	35.6	+ 0.0	?	xx.x	x.xxx	xx.x
#3351	BRANHAM/NARVAEZ	B	19.9	0.262	16.7	B	19.9	0.262	16.7	B	19.9	0.263	+ 0.001	16.7	- 0.0	?	xx.x	x.xxx	xx.x
#3355	BRANHAM/VISTAPARK	C	22.1	0.446	21.2	C	22.1	0.446	21.2	C	22.6	0.465	+ 0.019	21.9	+ 0.7	?	xx.x	x.xxx	xx.x
#3401	CHYNOWETH/LEAN	C	33.3	0.234	33.7	C	33.0	0.239	33.3	C	32.8	0.245	+ 0.006	33.0	- 0.3	?	xx.x	x.xxx	xx.x
#3402	CHYNOWETH/MONTEREY	D	45.4	0.631	49.8	D	46.0	0.885	46.4	D	46.8	0.891	+ 0.006	46.2	- 0.3	?	xx.x	x.xxx	xx.x
#3462	EDENVIEW/MONTEREY	B	13.8	0.368	10.2	B	11.3	0.626	13.2	B	11.4	0.627	+ 0.001	13.3	+ 0.1	?	xx.x	x.xxx	xx.x

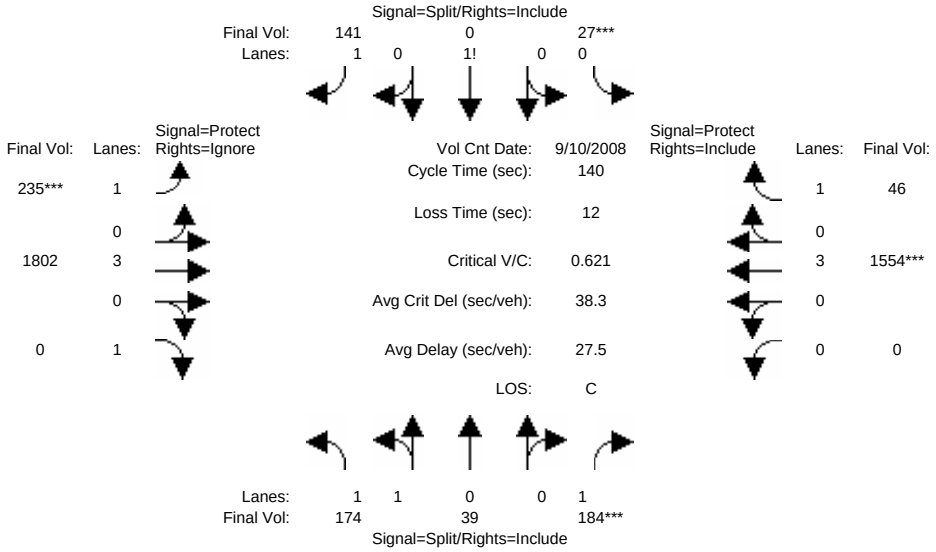
Martial Cottle Park

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing PM				Background PM				Project PM						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#3556	GIUFFRIDA/SNELL	B	15.5	0.422	16.3	B	15.5	0.422	16.3	B	15.1	0.441	+ 0.019	15.8	- 0.5	?	xx.x	x.xxx	xx.x
#3558	GOLD RUN/SNELL	B	18.4	0.263	12.9	B	18.4	0.263	12.9	B	18.4	0.265	+ 0.002	12.8	- 0.1	?	xx.x	x.xxx	xx.x
#3759	ROSENBAUM/SNELL	B	15.5	0.248	13.2	B	15.5	0.248	13.2	B	15.5	0.250	+ 0.002	13.1	- 0.1	?	xx.x	x.xxx	xx.x
#3807	SKYWAY/SNELL	C	25.3	0.299	22.0	C	24.4	0.337	21.3	C	24.5	0.342	+ 0.004	21.4	+ 0.0	?	xx.x	x.xxx	xx.x
#5708	CAPITOL/COPPERFIELD	B	17.0	0.460	9.8	B	17.0	0.461	9.8	B	16.9	0.466	+ 0.004	9.7	- 0.0	?	xx.x	x.xxx	xx.x
#5711	CAPITOL/NARVAEZ	D	41.1	0.535	54.3	D	46.0	0.569	63.4	D	45.8	0.573	+ 0.003	63.2	- 0.2	?	xx.x	x.xxx	xx.x
#5712	CAPITOL/VISTAPARK	C	31.1	0.580	33.4	C	31.3	0.585	33.8	C	31.5	0.585	+ 0.000	33.8	+ 0.0	?	xx.x	x.xxx	xx.x
#5713	87/CAPITOL	D	50.9	0.455	59.6	E	56.5	0.474	72.4	E	57.5	0.480	+ 0.007	74.6	+ 2.2	?	xx.x	x.xxx	xx.x
#5715	CAPITOL/SNELL	D	36.8	0.572	46.2	D	36.8	0.582	46.5	D	37.0	0.586	+ 0.004	46.8	+ 0.3	?	xx.x	x.xxx	xx.x
#55	BRANHAM/SAFEWAY	B	11.9	0.608	16.7	B	11.9	0.608	16.7	B	12.1	0.638	+ 0.030	17.1	+ 0.4	?	xx.x	x.xxx	xx.x
#3354	BRANHAM/SNELL	C	33.5	0.563	38.5	C	33.5	0.563	38.5	C	33.9	0.604	+ 0.041	39.5	+ 0.9	?	xx.x	x.xxx	xx.x
#3404	CHYNOWETH/SNELL	C	29.5	0.531	33.9	C	29.5	0.531	33.9	C	29.6	0.559	+ 0.028	34.6	+ 0.7	?	xx.x	x.xxx	xx.x

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

Intersection #3004: 85/BLOSSOM HILL (E)



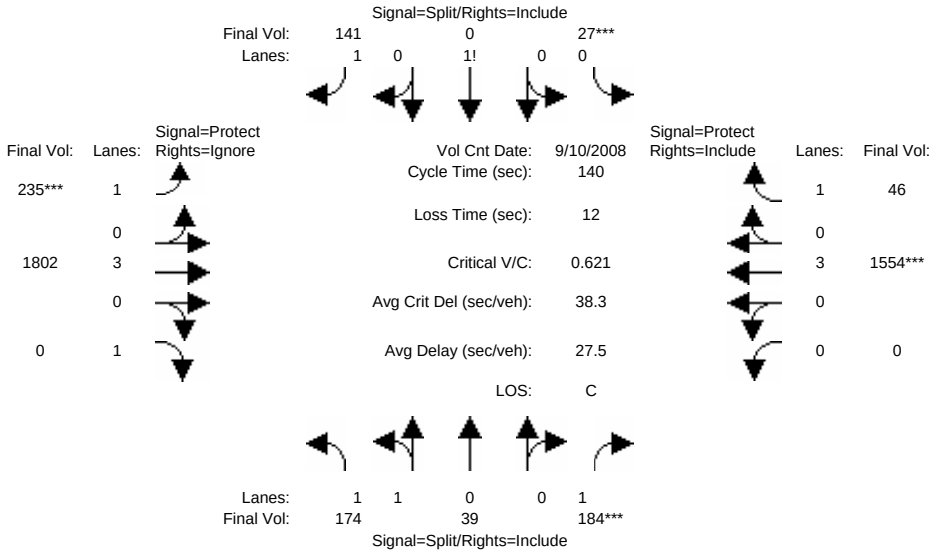
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 10 Sep 2008 <<												
Base Vol:	174	39	184	27	0	141	235	1802	402	0	1554	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	39	184	27	0	141	235	1802	402	0	1554	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	39	184	27	0	141	235	1802	402	0	1554	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	174	39	184	27	0	141	235	1802	0	0	1554	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	39	184	27	0	141	235	1802	0	0	1554	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	174	39	184	27	0	141	235	1802	0	0	1554	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.64	0.36	1.00	0.28	0.00	1.72	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2900	650	1750	485	0	3015	1750	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.11	0.06	0.00	0.05	0.13	0.32	0.00	0.00	0.27	0.03
Crit Moves:			****	****			****				****	
Green Time:	23.7	23.7	23.7	12.6	0.0	12.6	30.3	91.7	0.0	0.0	61.5	61.5
Volume/Cap:	0.35	0.35	0.62	0.62	0.00	0.52	0.62	0.48	0.00	0.00	0.62	0.06
Delay/Veh:	51.7	51.7	58.0	65.8	0.0	62.4	52.8	12.3	0.0	0.0	30.8	22.7
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:	51.7	51.7	58.0	65.8	0.0	62.4	52.8	12.3	0.0	0.0	30.8	22.7
LOS by Move:	D	D	E	E	A	E	D	B	A	A	C	C
HCM2kAvgQ:	4	4	9	5	0	4	10	13	0	0	17	1

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

Martial Cottle Park

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

Intersection #3004: 85/BLOSSOM HILL (E)



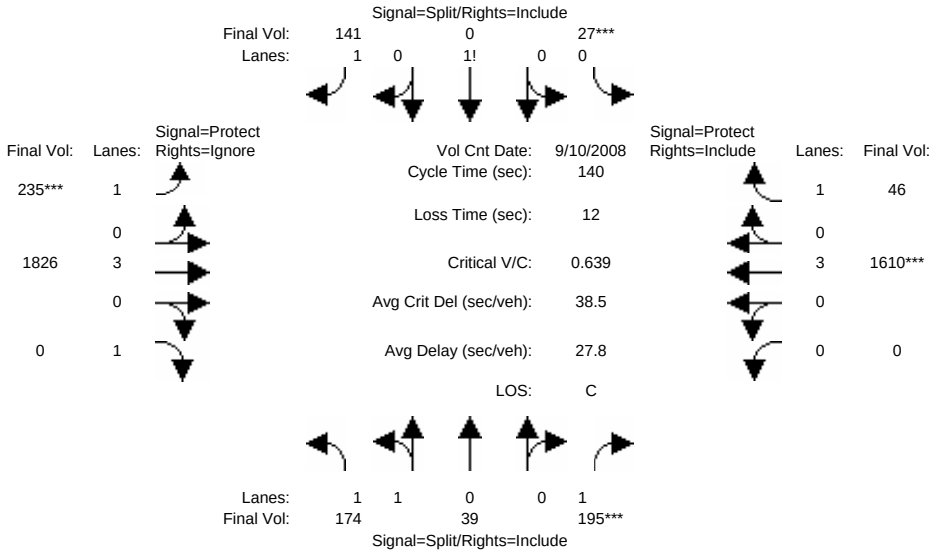
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		10	0	10		7	10	10		0	10	10	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Volume Module: >> Count Date: 10 Sep 2008 <<																
Base Vol:	174	39	184		27	0	141		235	1802	402		0	1554	46	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	174	39	184		27	0	141		235	1802	402		0	1554	46	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	174	39	184		27	0	141		235	1802	402		0	1554	46	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	174	39	184		27	0	141		235	1802	0		0	1554	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	174	39	184		27	0	141		235	1802	0		0	1554	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	174	39	184		27	0	141		235	1802	0		0	1554	46	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.95	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.64	0.36	1.00		0.28	0.00	1.72		1.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	2900	650	1750		485	0	3015		1750	5700	1750		0	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.11		0.06	0.00	0.05		0.13	0.32	0.00		0.00	0.27	0.03	
Crit Moves:			****		****				****					****		
Green Time:	23.7	23.7	23.7		12.6	0.0	12.6		30.3	91.7	0.0		0.0	61.5	61.5	
Volume/Cap:	0.35	0.35	0.62		0.62	0.00	0.52		0.62	0.48	0.00		0.00	0.62	0.06	
Delay/Veh:	51.7	51.7	58.0		65.8	0.0	62.4		52.8	12.3	0.0		0.0	30.8	22.7	
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:	51.7	51.7	58.0		65.8	0.0	62.4		52.8	12.3	0.0		0.0	30.8	22.7	
LOS by Move:	D	D	E		E	A	E		D	B	A		A	C	C	
HCM2kAvgQ:	4	4	9		5	0	4		10	13	0		0	16	1	

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

Martial Cottle Park

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

Intersection #3004: 85/BLOSSOM HILL (E)



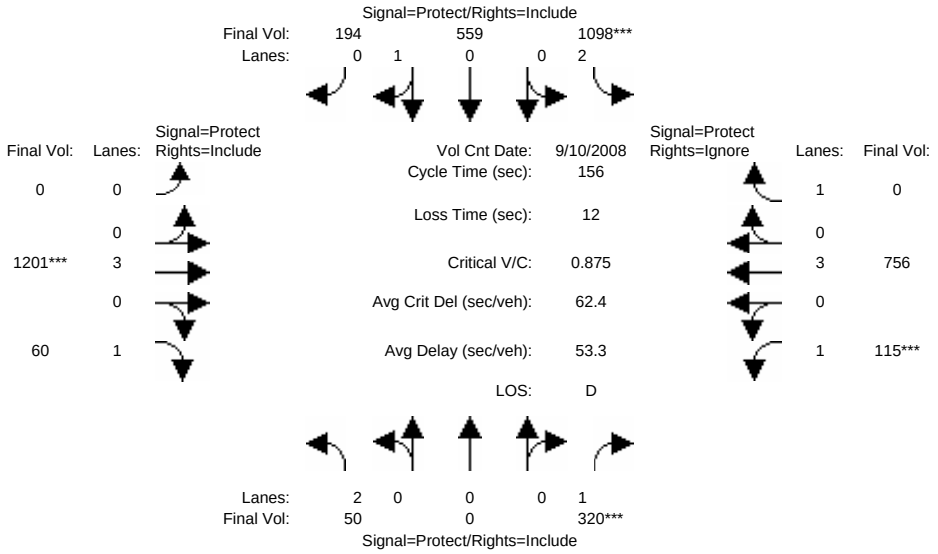
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	10	0	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 10 Sep 2008 <<												
Base Vol:	174	39	184	27	0	141	235	1802	402	0	1554	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	39	184	27	0	141	235	1802	402	0	1554	46
Added Vol:	0	0	11	0	0	0	0	24	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	39	195	27	0	141	235	1826	402	0	1610	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	174	39	195	27	0	141	235	1826	0	0	1610	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	39	195	27	0	141	235	1826	0	0	1610	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	174	39	195	27	0	141	235	1826	0	0	1610	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.64	0.36	1.00	0.28	0.00	1.72	1.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2900	650	1750	485	0	3015	1750	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.11	0.06	0.00	0.05	0.13	0.32	0.00	0.00	0.28	0.03
Crit Moves:			****	****			****				****	
Green Time:	24.4	24.4	24.4	12.2	0.0	12.2	29.4	91.4	0.0	0.0	61.9	61.9
Volume/Cap:	0.34	0.34	0.64	0.64	0.00	0.54	0.64	0.49	0.00	0.00	0.64	0.06
Delay/Veh:	51.1	51.1	58.2	66.9	0.0	63.0	54.2	12.5	0.0	0.0	30.9	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	51.1	58.2	66.9	0.0	63.0	54.2	12.5	0.0	0.0	30.9	22.4
LOS by Move:	D	D	E	E	A	E	D	B	A	A	C	C
HCM2kAvgQ:	4	4	9	5	0	4	10	13	0	0	17	1

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

Martial Cottle Park

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

Intersection #3005: 85/BLOSSOM HILL (W)



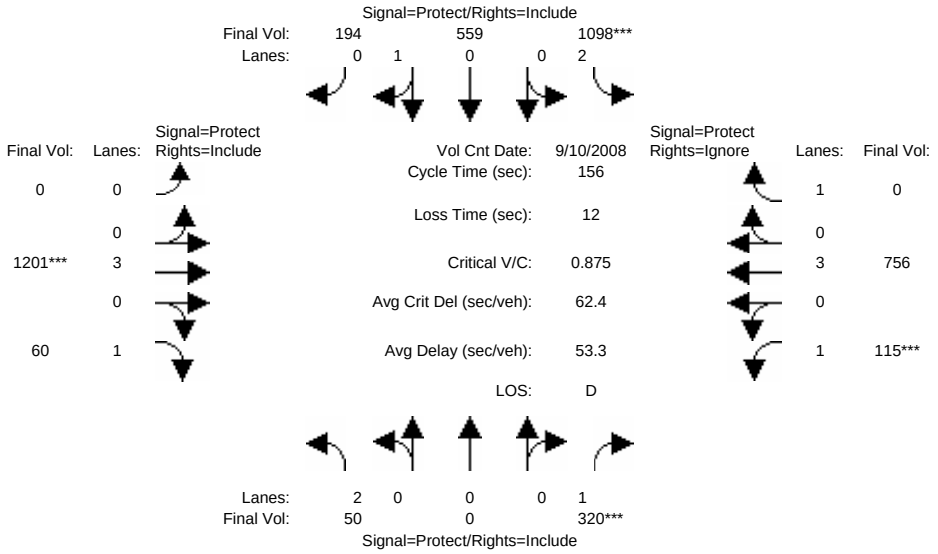
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	10	10		0	10	10		7	10	10	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Volume Module: >> Count Date: 10 Sep 2008 <<																
Base Vol:	50	0	320		1098	559	194		0	1201	60		115	756	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	0	320		1098	559	194		0	1201	60		115	756	122	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	50	0	320		1098	559	194		0	1201	60		115	756	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	50	0	320		1098	559	194		0	1201	60		115	756	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	0	320		1098	559	194		0	1201	60		115	756	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	50	0	320		1098	559	194		0	1201	60		115	756	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	0.95	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	0.00	1.00		2.00	0.74	0.26		0.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3150	0	1750		3150	1336	464		0	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.18		0.35	0.42	0.42		0.00	0.21	0.03		0.07	0.13	0.00	
Crit Moves:			****		****					****			****			
Green Time:	9.2	0.0	32.6		62.1	85.6	85.6		0.0	37.6	37.6		11.7	49.3	0.0	
Volume/Cap:	0.27	0.00	0.88		0.88	0.76	0.76		0.00	0.88	0.14		0.88	0.42	0.00	
Delay/Veh:	71.0	0.0	80.0		50.5	30.9	30.9		0.0	63.6	46.7		114.8	42.3	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:	71.0	0.0	80.0		50.5	30.9	30.9		0.0	63.6	46.7		114.8	42.3	0.0	
LOS by Move:	E	A	F		D	C	C		A	E	D		F	D	A	
HCM2kAvgQ:	2	0	19		31	30	30		0	19	2		7	9	0	

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

Martial Cottle Park

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

Intersection #3005: 85/BLOSSOM HILL (W)



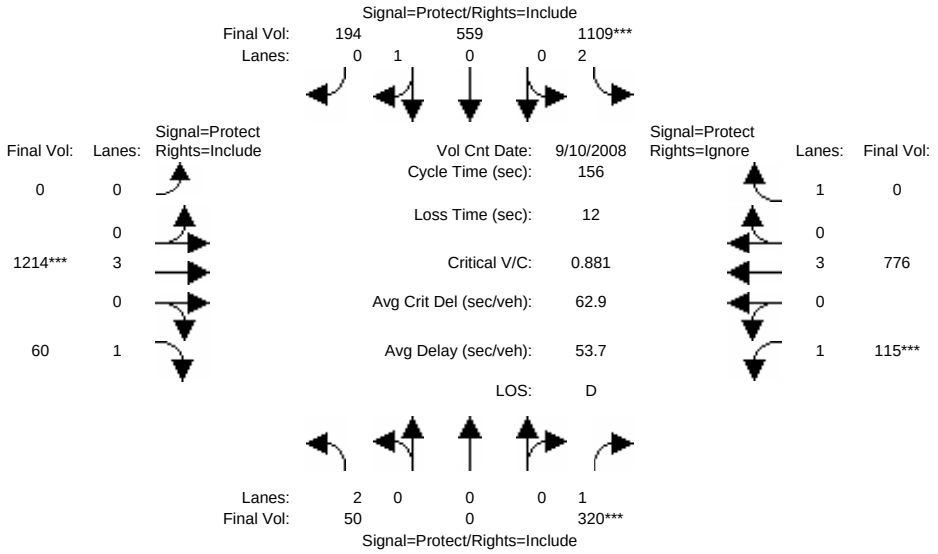
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	10	10		0	10	10		7	10	10	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Volume Module: >> Count Date: 10 Sep 2008 <<																
Base Vol:	50	0	320		1098	559	194		0	1201	60		115	756	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	0	320		1098	559	194		0	1201	60		115	756	122	
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:	50	0	320		1098	559	194		0	1201	60		115	756	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	50	0	320		1098	559	194		0	1201	60		115	756	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	0	320		1098	559	194		0	1201	60		115	756	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	50	0	320		1098	559	194		0	1201	60		115	756	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	0.95	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	0.00	1.00		2.00	0.74	0.26		0.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3150	0	1750		3150	1336	464		0	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.18		0.35	0.42	0.42		0.00	0.21	0.03		0.07	0.13	0.00	
Crit Moves:			****		****					****			****			
Green Time:	9.2	0.0	32.6		62.1	85.6	85.6		0.0	37.6	37.6		11.7	49.3	0.0	
Volume/Cap:	0.27	0.00	0.88		0.88	0.76	0.76		0.00	0.88	0.14		0.88	0.42	0.00	
Delay/Veh:	71.0	0.0	80.0		50.5	30.9	30.9		0.0	63.6	46.7		114.8	42.3	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:	71.0	0.0	80.0		50.5	30.9	30.9		0.0	63.6	46.7		114.8	42.3	0.0	
LOS by Move:	E	A	F		D	C	C		A	E	D		F	D	A	
HCM2kAvgQ:	2	0	19		31	30	30		0	19	2		7	9	0	

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

Martial Cottle Park

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

Intersection #3005: 85/BLOSSOM HILL (W)



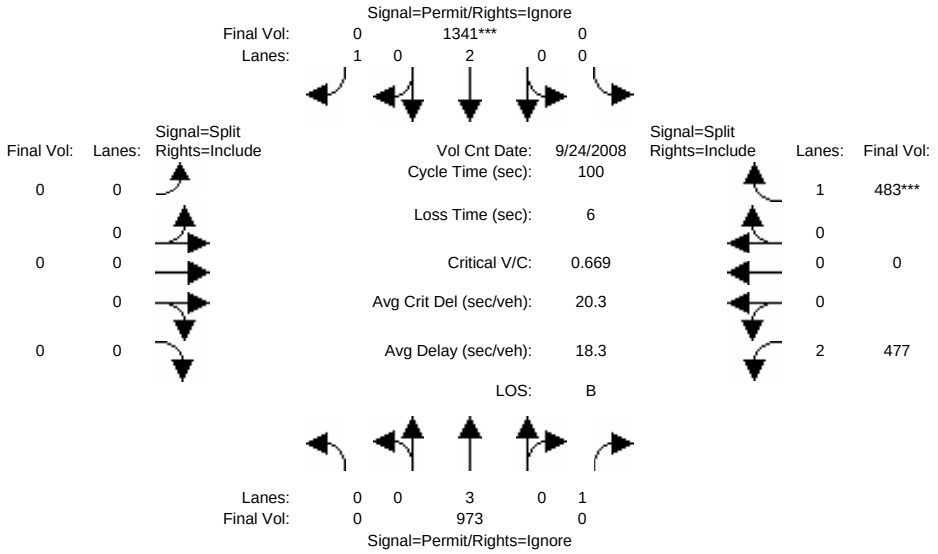
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	10	10		0	10	10		7	10	10	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Volume Module: >> Count Date: 10 Sep 2008 <<																
Base Vol:	50	0	320		1098	559	194		0	1201	60		115	756	122	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	50	0	320		1098	559	194		0	1201	60		115	756	122	
Added Vol:	0	0	0		11	0	0		0	13	0		0	20	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	50	0	320		1109	559	194		0	1214	60		115	776	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	50	0	320		1109	559	194		0	1214	60		115	776	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	0	320		1109	559	194		0	1214	60		115	776	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	50	0	320		1109	559	194		0	1214	60		115	776	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	0.95	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	0.00	1.00		2.00	0.74	0.26		0.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3150	0	1750		3150	1336	464		0	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.18		0.35	0.42	0.42		0.00	0.21	0.03		0.07	0.14	0.00	
Crit Moves:			****		****					****			****			
Green Time:	9.2	0.0	32.4		62.3	85.5	85.5		0.0	37.7	37.7		11.6	49.3	0.0	
Volume/Cap:	0.27	0.00	0.88		0.88	0.76	0.76		0.00	0.88	0.14		0.88	0.43	0.00	
Delay/Veh:	71.0	0.0	81.3		51.0	31.0	31.0		0.0	64.0	46.6		116.6	42.4	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:	71.0	0.0	81.3		51.0	31.0	31.0		0.0	64.0	46.6		116.6	42.4	0.0	
LOS by Move:	E	A	F		D	C	C		A	E	D		F	D	A	
HCM2kAvgQ:	2	0	19		32	30	30		0	20	2		7	9	0	

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

Martial Cottle Park

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

Intersection #3078: BLOSSOM HILL/MONTEREY (N)



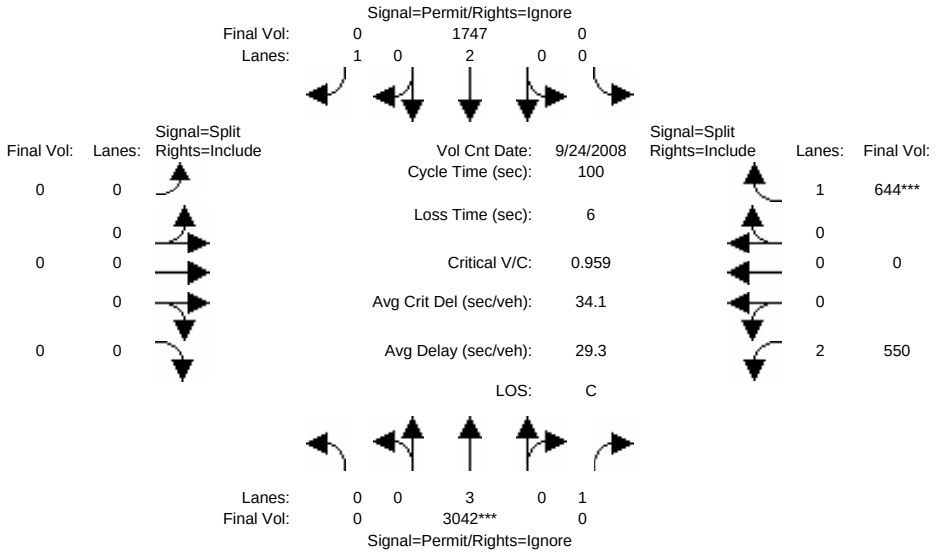
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 24 Sep 2008 <<												
Base Vol:	0	973	274	0	1341	472	0	0	0	477	0	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	973	274	0	1341	472	0	0	0	477	0	483
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	973	274	0	1341	472	0	0	0	477	0	483
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	973	0	0	1341	0	0	0	0	477	0	483
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	973	0	0	1341	0	0	0	0	477	0	483
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	973	0	0	1341	0	0	0	0	477	0	483
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.15	0.00	0.28
Crit Moves:					****							****
Green Time:	0.0	52.7	0.0	0.0	52.7	0.0	0.0	0.0	0.0	41.3	0.0	41.3
Volume/Cap:	0.00	0.32	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.37	0.00	0.67
Delay/Veh:	0.0	13.5	0.0	0.0	18.1	0.0	0.0	0.0	0.0	20.5	0.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.5	0.0	0.0	18.1	0.0	0.0	0.0	0.0	20.5	0.0	26.3
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	0	0	15	0	0	0	0	6	0	13

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

Martial Cottle Park

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

Intersection #3078: BLOSSOM HILL/MONTEREY (N)



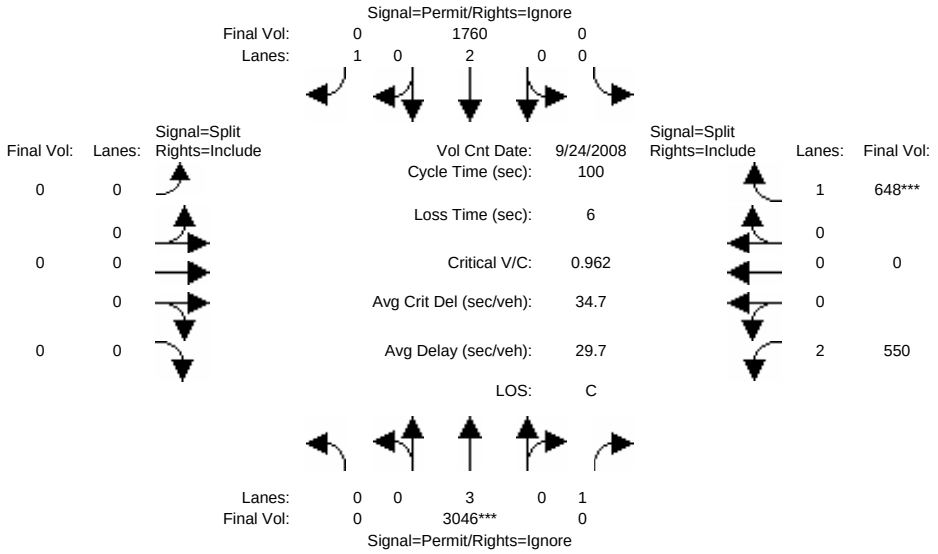
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 24 Sep 2008 <<												
Base Vol:	0	973	274	0	1341	472	0	0	0	477	0	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	973	274	0	1341	472	0	0	0	477	0	483
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	2069	117	0	406	113	0	0	0	73	0	161
Initial Fut:	0	3042	391	0	1747	585	0	0	0	550	0	644
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3042	0	0	1747	0	0	0	0	550	0	644
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3042	0	0	1747	0	0	0	0	550	0	644
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3042	0	0	1747	0	0	0	0	550	0	644
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.17	0.00	0.37
Crit Moves:		****										****
Green Time:	0.0	55.6	0.0	0.0	55.6	0.0	0.0	0.0	0.0	38.4	0.0	38.4
Volume/Cap:	0.00	0.96	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.46	0.00	0.96
Delay/Veh:	0.0	29.6	0.0	0.0	21.0	0.0	0.0	0.0	0.0	23.3	0.0	55.0
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	29.6	0.0	0.0	21.0	0.0	0.0	0.0	0.0	23.3	0.0	55.0
LOS by Move:	A	C	A	A	C	A	A	A	A	C	A	E
HCM2kAvgQ:	0	28	0	0	22	0	0	0	0	7	0	25

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

Martial Cottle Park

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

Intersection #3078: BLOSSOM HILL/MONTEREY (N)



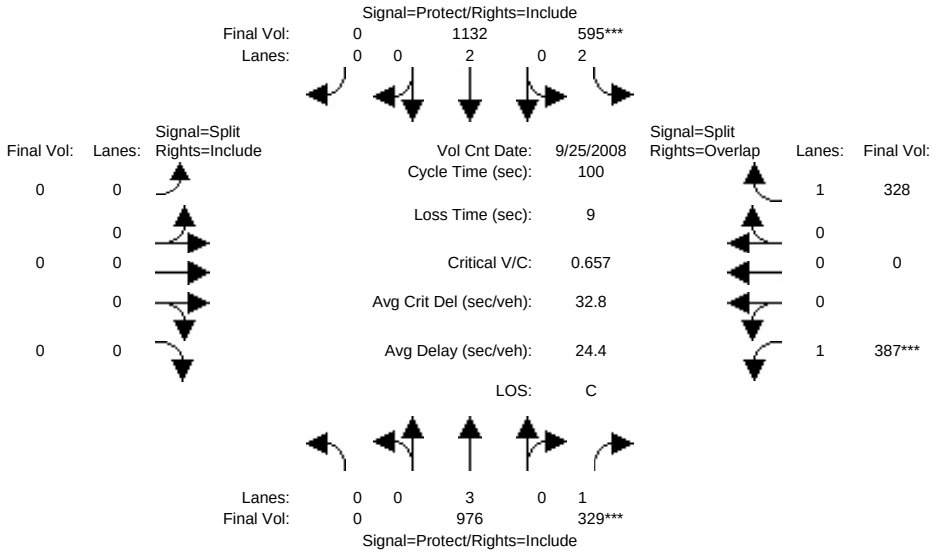
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 24 Sep 2008 <<												
Base Vol:	0	973	274	0	1341	472	0	0	0	477	0	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	973	274	0	1341	472	0	0	0	477	0	483
Added Vol:	0	4	2	0	13	0	0	0	0	0	0	4
PasserByVol:	0	2069	117	0	406	113	0	0	0	73	0	161
Initial Fut:	0	3046	393	0	1760	585	0	0	0	550	0	648
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3046	0	0	1760	0	0	0	0	550	0	648
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3046	0	0	1760	0	0	0	0	550	0	648
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3046	0	0	1760	0	0	0	0	550	0	648
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.17	0.00	0.37
Crit Moves:		****										****
Green Time:	0.0	55.5	0.0	0.0	55.5	0.0	0.0	0.0	0.0	38.5	0.0	38.5
Volume/Cap:	0.00	0.96	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.45	0.00	0.96
Delay/Veh:	0.0	30.2	0.0	0.0	21.5	0.0	0.0	0.0	0.0	23.2	0.0	55.7
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:	0.0	30.2	0.0	0.0	21.5	0.0	0.0	0.0	0.0	23.2	0.0	55.7
LOS by Move:	A	C	A	A	C	A	A	A	A	C	A	E
HCM2kAvgQ:	0	28	0	0	22	0	0	0	0	7	0	25

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

Martial Cottle Park

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

Intersection #3079: BLOSSOM HILL/MONTEREY (S)



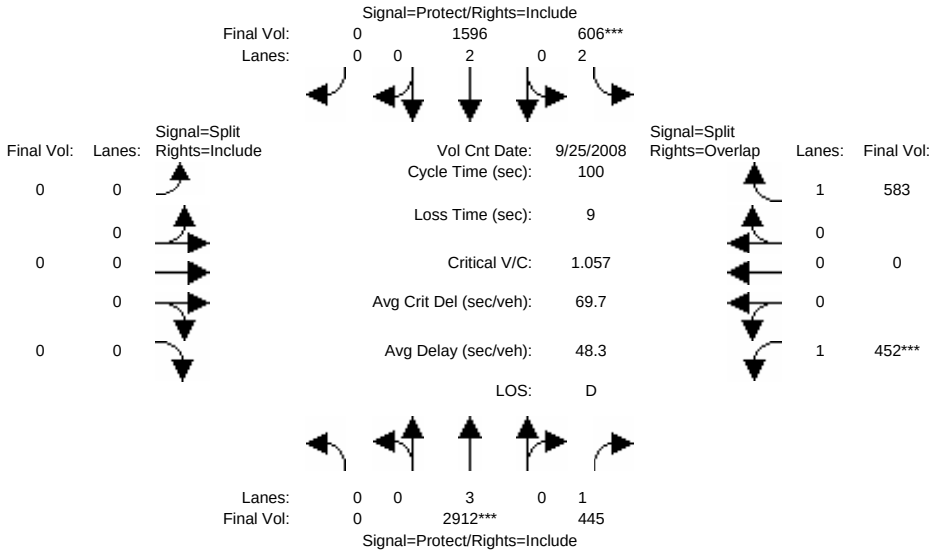
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 25 Sep 2008 <<												
Base Vol:	0	976	329	595	1132	0	0	0	0	387	0	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	976	329	595	1132	0	0	0	0	387	0	328
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	976	329	595	1132	0	0	0	0	387	0	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	976	329	595	1132	0	0	0	0	387	0	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	976	329	595	1132	0	0	0	0	387	0	328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	976	329	595	1132	0	0	0	0	387	0	328
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.19	0.19	0.30	0.00	0.00	0.00	0.00	0.22	0.00	0.19
Crit Moves:			****	****						****		
Green Time:	0.0	28.6	28.6	28.7	57.3	0.0	0.0	0.0	0.0	33.7	0.0	62.4
Volume/Cap:	0.00	0.60	0.66	0.66	0.52	0.00	0.00	0.00	0.00	0.66	0.00	0.30
Delay/Veh:	0.0	31.4	34.6	33.1	13.2	0.0	0.0	0.0	0.0	31.0	0.0	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:	0.0	31.4	34.6	33.1	13.2	0.0	0.0	0.0	0.0	31.0	0.0	8.9
LOS by Move:	A	C	C	C	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	9	11	9	10	0	0	0	0	11	0	5

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

Martial Cottle Park

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

Intersection #3079: BLOSSOM HILL/MONTEREY (S)



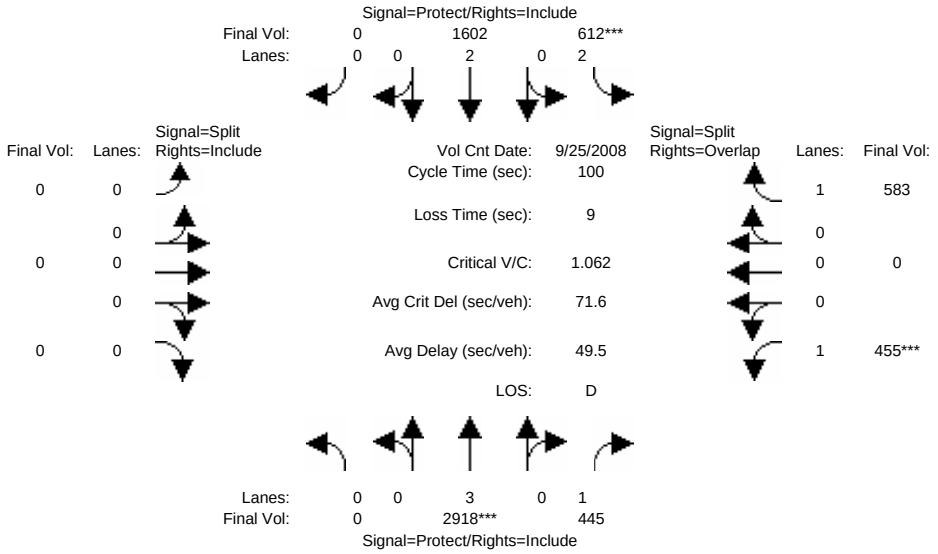
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 25 Sep 2008 <<												
Base Vol:	0	976	329	595	1132	0	0	0	0	387	0	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	976	329	595	1132	0	0	0	0	387	0	328
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1936	116	11	464	0	0	0	0	65	0	255
Initial Fut:	0	2912	445	606	1596	0	0	0	0	452	0	583
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2912	445	606	1596	0	0	0	0	452	0	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2912	445	606	1596	0	0	0	0	452	0	583
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2912	445	606	1596	0	0	0	0	452	0	583
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.25	0.19	0.42	0.00	0.00	0.00	0.00	0.26	0.00	0.33
Crit Moves:		****		****						****		
Green Time:	0.0	48.3	48.3	18.2	66.6	0.0	0.0	0.0	0.0	24.4	0.0	42.7
Volume/Cap:	0.00	1.06	0.53	1.06	0.63	0.00	0.00	0.00	0.00	1.06	0.00	0.78
Delay/Veh:	0.0	60.3	18.5	94.3	10.2	0.0	0.0	0.0	0.0	97.0	0.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	60.3	18.5	94.3	10.2	0.0	0.0	0.0	0.0	97.0	0.0	30.0
LOS by Move:	A	E	B	F	B	A	A	A	A	F	A	C
HCM2kAvgQ:	0	42	10	14	13	0	0	0	0	21	0	17

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

Martial Cottle Park

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

Intersection #3079: BLOSSOM HILL/MONTEREY (S)



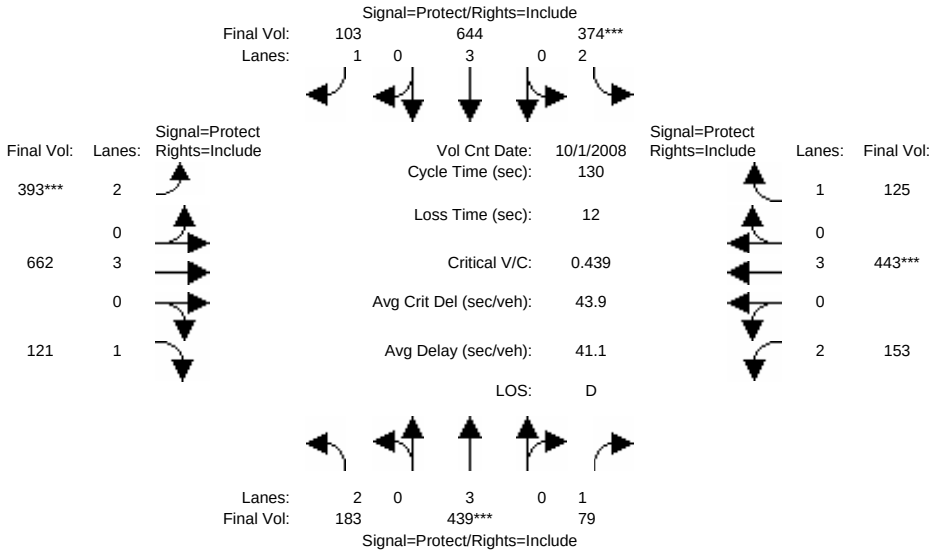
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 25 Sep 2008 <<												
Base Vol:	0	976	329	595	1132	0	0	0	0	387	0	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	976	329	595	1132	0	0	0	0	387	0	328
Added Vol:	0	6	0	6	6	0	0	0	0	3	0	0
PasserByVol:	0	1936	116	11	464	0	0	0	0	65	0	255
Initial Fut:	0	2918	445	612	1602	0	0	0	0	455	0	583
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2918	445	612	1602	0	0	0	0	455	0	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2918	445	612	1602	0	0	0	0	455	0	583
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2918	445	612	1602	0	0	0	0	455	0	583
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.25	0.19	0.42	0.00	0.00	0.00	0.00	0.26	0.00	0.33
Crit Moves:		****		****						****		
Green Time:	0.0	48.2	48.2	18.3	66.5	0.0	0.0	0.0	0.0	24.5	0.0	42.8
Volume/Cap:	0.00	1.06	0.53	1.06	0.63	0.00	0.00	0.00	0.00	1.06	0.00	0.78
Delay/Veh:	0.0	62.3	18.6	95.8	10.2	0.0	0.0	0.0	0.0	98.6	0.0	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	62.3	18.6	95.8	10.2	0.0	0.0	0.0	0.0	98.6	0.0	29.8
LOS by Move:	A	E	B	F	B	A	A	A	A	F	A	C
HCM2kAvgQ:	0	42	10	15	14	0	0	0	0	21	0	17

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

Martial Cottle Park

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

Intersection #3080: BLOSSOM HILL/SANTA TERESA



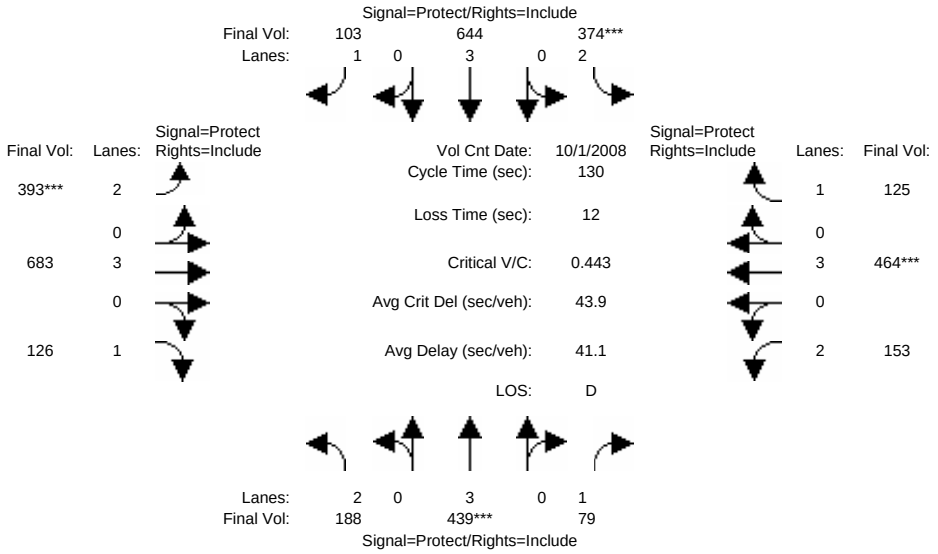
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	183	439	79	374	644	103	393	662	121	153	443	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:	183	439	79	374	644	103	393	662	121	153	443	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	439	79	374	644	103	393	662	121	153	443	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	439	79	374	644	103	393	662	121	153	443	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	439	79	374	644	103	393	662	121	153	443	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	183	439	79	374	644	103	393	662	121	153	443	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.05	0.12	0.11	0.06	0.12	0.12	0.07	0.05	0.08	0.07
Crit Moves:		****		****			****				****	
Green Time:	19.7	22.8	22.8	35.2	38.3	38.3	37.0	41.0	41.0	19.0	23.0	23.0
Volume/Cap:	0.38	0.44	0.26	0.44	0.38	0.20	0.44	0.37	0.22	0.33	0.44	0.40
Delay/Veh:	50.2	48.2	46.7	39.6	36.6	34.6	38.4	34.6	32.9	50.2	48.0	48.3
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:	50.2	48.2	46.7	39.6	36.6	34.6	38.4	34.6	32.9	50.2	48.0	48.3
LOS by Move:	D	D	D	D	D	C	D	C	C	D	D	D
HCM2kAvgQ:	4	5	3	8	7	3	8	7	4	3	5	5

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

Martial Cottle Park

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

Intersection #3080: BLOSSOM HILL/SANTA TERESA



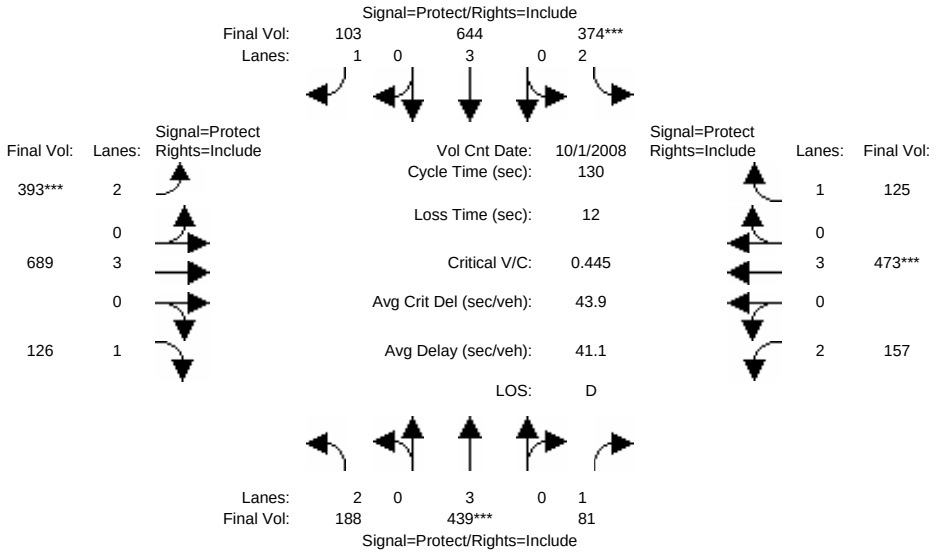
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	183	439	79	374	644	103	393	662	121	153	443	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:	183	439	79	374	644	103	393	662	121	153	443	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	5	0	0	0	0	0	0	21	5	0	21	0
Initial Fut:	188	439	79	374	644	103	393	683	126	153	464	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	439	79	374	644	103	393	683	126	153	464	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	439	79	374	644	103	393	683	126	153	464	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	188	439	79	374	644	103	393	683	126	153	464	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.05	0.12	0.11	0.06	0.12	0.12	0.07	0.05	0.08	0.07
Crit Moves:		****		****			****				****	
Green Time:	19.9	22.6	22.6	34.9	37.6	37.6	36.6	41.8	41.8	18.8	23.9	23.9
Volume/Cap:	0.39	0.44	0.26	0.44	0.39	0.20	0.44	0.37	0.22	0.34	0.44	0.39
Delay/Veh:	50.1	48.4	46.9	39.9	37.2	35.1	38.7	34.2	32.5	50.5	47.4	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	48.4	46.9	39.9	37.2	35.1	38.7	34.2	32.5	50.5	47.4	47.4
LOS by Move:	D	D	D	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	4	5	3	8	7	3	8	7	4	3	5	5

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

Martial Cottle Park

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

Intersection #3080: BLOSSOM HILL/SANTA TERESA



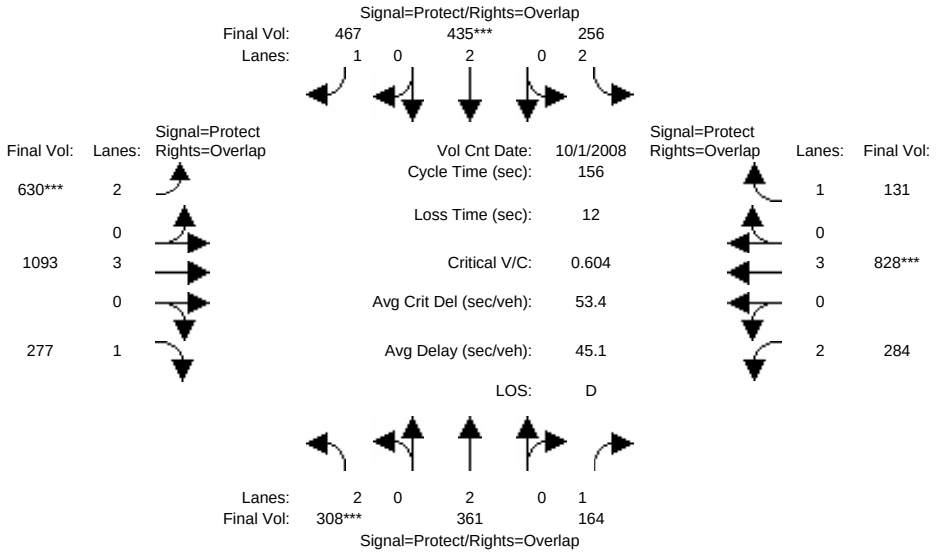
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	183	439	79	374	644	103	393	662	121	153	443	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:	183	439	79	374	644	103	393	662	121	153	443	125
Added Vol:	0	0	2	0	0	0	0	6	0	4	9	0
PasserByVol:	5	0	0	0	0	0	0	21	5	0	21	0
Initial Fut:	188	439	81	374	644	103	393	689	126	157	473	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	439	81	374	644	103	393	689	126	157	473	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	439	81	374	644	103	393	689	126	157	473	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	188	439	81	374	644	103	393	689	126	157	473	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.05	0.12	0.11	0.06	0.12	0.12	0.07	0.05	0.08	0.07
Crit Moves:		****		****			****				****	
Green Time:	19.8	22.5	22.5	34.7	37.5	37.5	36.5	42.0	42.0	18.7	24.3	24.3
Volume/Cap:	0.39	0.44	0.27	0.44	0.39	0.20	0.44	0.37	0.22	0.35	0.44	0.38
Delay/Veh:	50.2	48.5	47.1	40.0	37.3	35.2	38.8	34.0	32.3	50.6	47.2	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	48.5	47.1	40.0	37.3	35.2	38.8	34.0	32.3	50.6	47.2	47.1
LOS by Move:	D	D	D	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	4	6	3	8	7	3	8	7	4	3	5	5

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

Martial Cottle Park

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

Intersection #3081: BLOSSOM HILL/SNELL



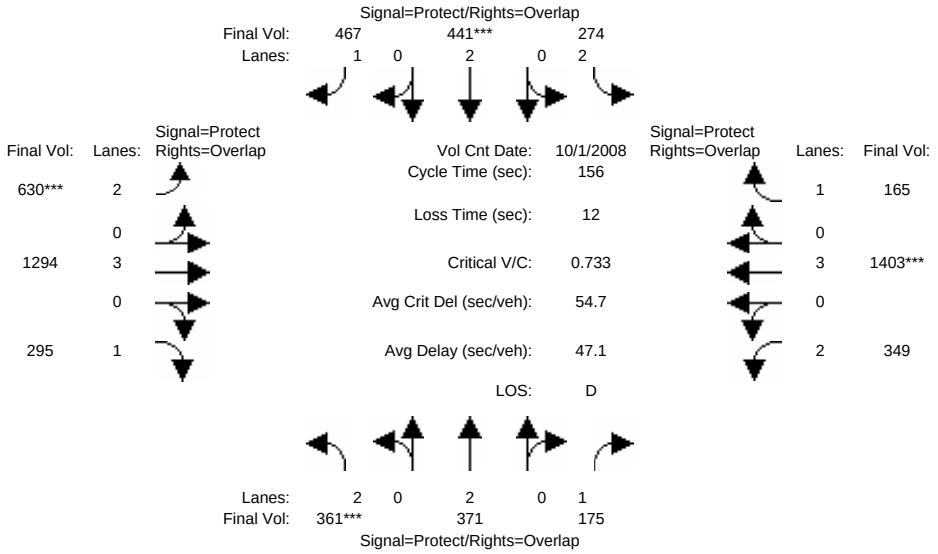
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	308	361	164	256	435	467	630	1093	277	284	828	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	361	164	256	435	467	630	1093	277	284	828	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	361	164	256	435	467	630	1093	277	284	828	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	361	164	256	435	467	630	1093	277	284	828	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	361	164	256	435	467	630	1093	277	284	828	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	361	164	256	435	467	630	1093	277	284	828	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.08	0.11	0.27	0.20	0.19	0.16	0.09	0.15	0.07
Crit Moves:	****				****		****				****	
Green Time:	25.3	29.5	58.1	25.3	29.6	81.2	51.7	60.7	85.9	28.5	37.5	62.8
Volume/Cap:	0.60	0.50	0.25	0.50	0.60	0.51	0.60	0.49	0.29	0.49	0.60	0.19
Delay/Veh:	62.8	57.2	34.1	60.4	59.3	24.9	44.6	36.2	18.9	57.9	53.4	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.8	57.2	34.1	60.4	59.3	24.9	44.6	36.2	18.9	57.9	53.4	30.2
LOS by Move:	E	E	C	E	E	C	D	D	B	E	D	C
HCM2kAvgQ:	9	8	6	7	9	15	15	13	7	7	11	4

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

Martial Cottle Park

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

Intersection #3081: BLOSSOM HILL/SNELL



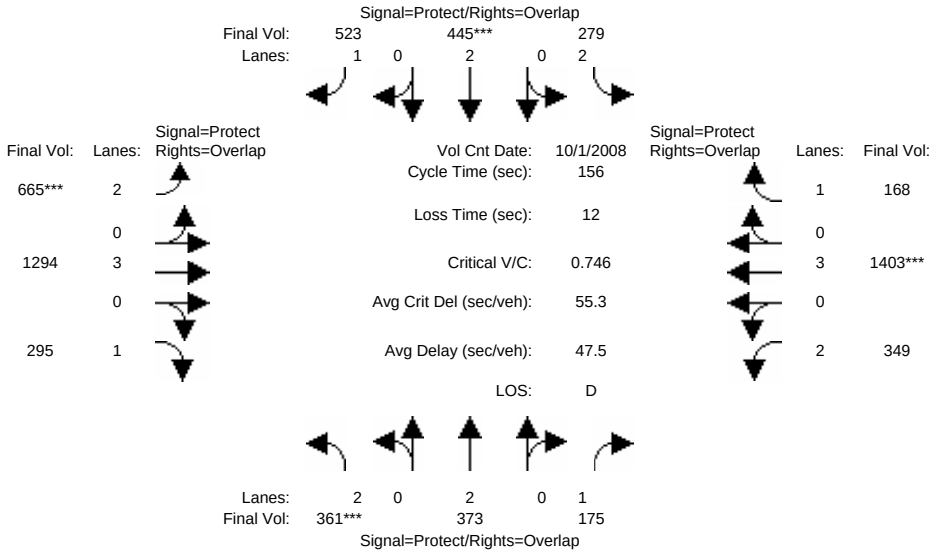
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	308	361	164	256	435	467	630	1093	277	284	828	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	361	164	256	435	467	630	1093	277	284	828	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	53	10	11	18	6	0	0	201	18	65	575	34
Initial Fut:	361	371	175	274	441	467	630	1294	295	349	1403	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	361	371	175	274	441	467	630	1294	295	349	1403	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	371	175	274	441	467	630	1294	295	349	1403	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:	361	371	175	274	441	467	630	1294	295	349	1403	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.09	0.12	0.27	0.20	0.23	0.17	0.11	0.25	0.09
Crit Moves:	****				****		****				****	
Green Time:	24.4	26.0	57.1	23.1	24.7	67.2	42.6	63.8	88.2	31.1	52.4	75.5
Volume/Cap:	0.73	0.59	0.27	0.59	0.73	0.62	0.73	0.56	0.30	0.56	0.73	0.19
Delay/Veh:	68.3	61.5	35.1	63.9	67.2	36.0	54.8	35.6	17.9	57.3	47.2	23.0
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:	68.3	61.5	35.1	63.9	67.2	36.0	54.8	35.6	17.9	57.3	47.2	23.0
LOS by Move:	E	E	D	E	E	D	D	D	B	E	D	C
HCM2kAvgQ:	11	9	6	7	10	18	16	15	8	9	20	5

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

Martial Cottle Park

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

Intersection #3081: BLOSSOM HILL/SNELL



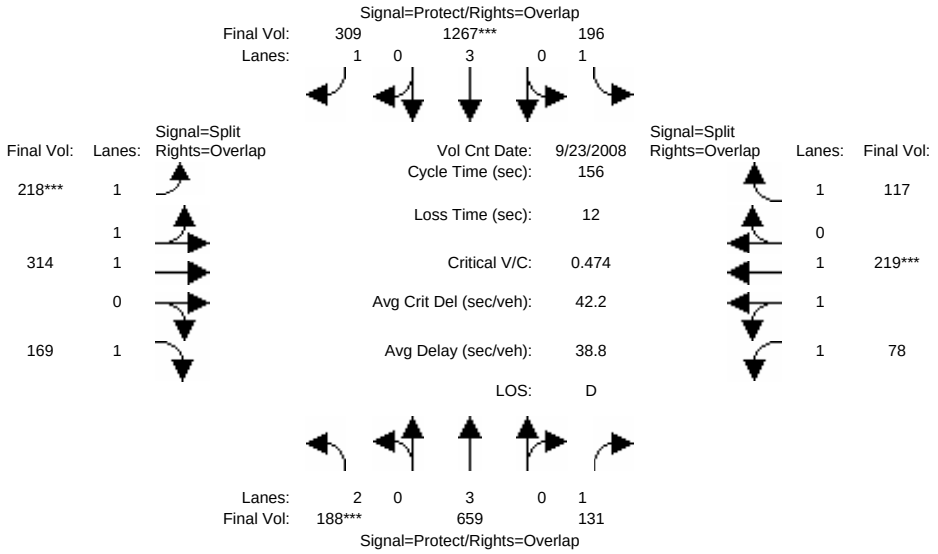
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	308	361	164	256	435	467	630	1093	277	284	828	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	361	164	256	435	467	630	1093	277	284	828	131
Added Vol:	0	2	0	5	4	56	35	0	0	0	0	3
PasserByVol:	53	10	11	18	6	0	0	201	18	65	575	34
Initial Fut:	361	373	175	279	445	523	665	1294	295	349	1403	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	361	373	175	279	445	523	665	1294	295	349	1403	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	373	175	279	445	523	665	1294	295	349	1403	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	361	373	175	279	445	523	665	1294	295	349	1403	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.09	0.12	0.30	0.21	0.23	0.17	0.11	0.25	0.10
Crit Moves:	****				****		****				****	
Green Time:	24.0	25.5	56.8	23.0	24.5	68.6	44.1	64.2	88.2	31.3	51.4	74.4
Volume/Cap:	0.75	0.60	0.27	0.60	0.75	0.68	0.75	0.55	0.30	0.55	0.75	0.20
Delay/Veh:	69.4	62.2	35.3	64.4	67.9	37.4	54.3	35.2	17.9	57.1	48.2	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.4	62.2	35.3	64.4	67.9	37.4	54.3	35.2	17.9	57.1	48.2	23.7
LOS by Move:	E	E	D	E	E	D	D	D	B	E	D	C
HCM2kAvgQ:	11	9	6	7	10	21	17	15	8	9	20	5

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

Martial Cottle Park

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

Intersection #3082: BRANHAM/MONTEREY



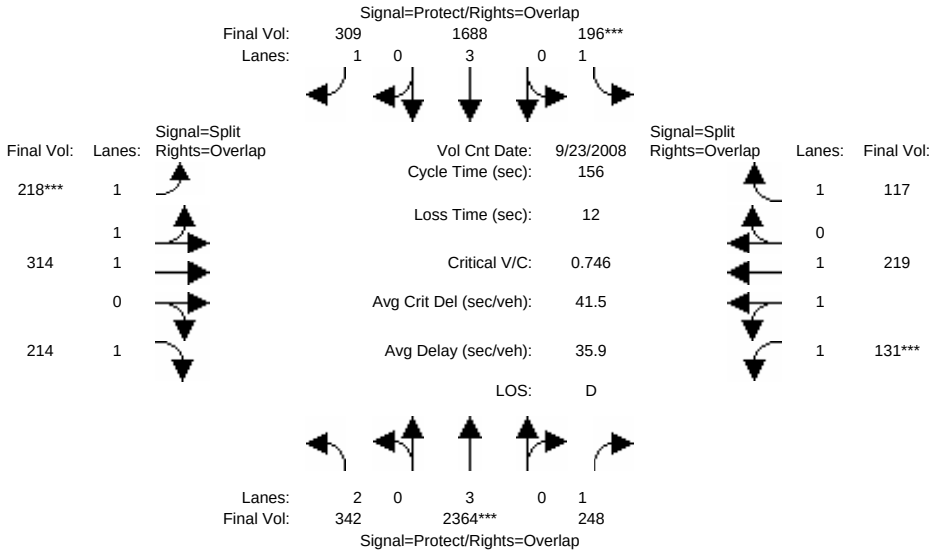
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 23 Sep 2008 <<												
Base Vol:	188	659	131	196	1267	309	218	314	169	78	219	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	659	131	196	1267	309	218	314	169	78	219	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	659	131	196	1267	309	218	314	169	78	219	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	659	131	196	1267	309	218	314	169	78	219	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	659	131	196	1267	309	218	314	169	78	219	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	188	659	131	196	1267	309	218	314	169	78	219	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.27	1.73	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	2232	3214	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.07	0.11	0.22	0.18	0.10	0.10	0.10	0.04	0.06	0.07
Crit Moves:	****				****		****				****	
Green Time:	19.7	47.2	66.1	45.7	73.2	105.4	32.2	32.2	51.8	19.0	19.0	64.7
Volume/Cap:	0.47	0.38	0.18	0.38	0.47	0.26	0.47	0.47	0.29	0.37	0.47	0.16
Delay/Veh:	64.3	43.1	28.1	44.4	28.4	10.1	54.8	54.8	38.8	63.3	64.4	28.8
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:	64.3	43.1	28.1	44.4	28.4	10.1	54.8	54.8	38.8	63.3	64.4	28.8
LOS by Move:	E	D	C	D	C	B	D	D	D	E	E	C
HCM2kAvgQ:	5	8	4	8	13	6	8	8	6	4	5	4

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

Martial Cottle Park

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

Intersection #3082: BRANHAM/MONTEREY



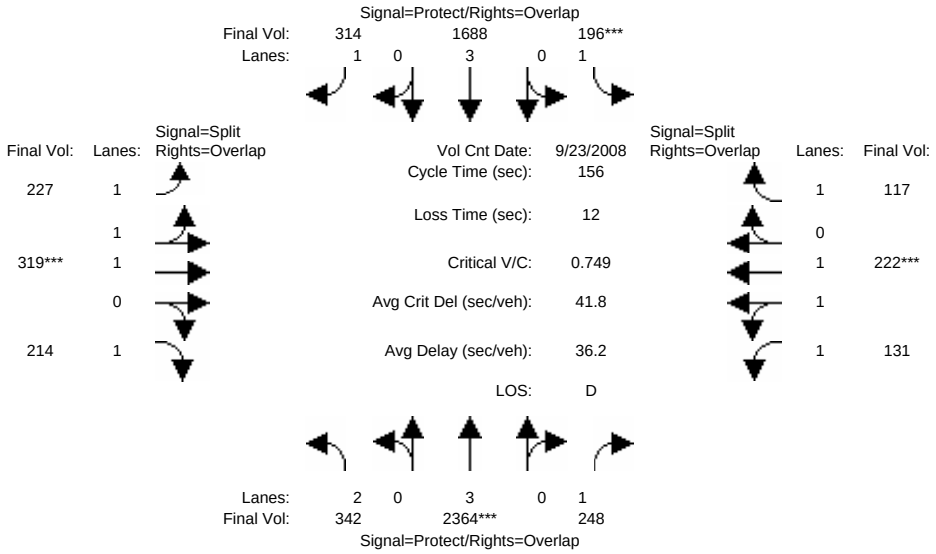
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 23 Sep 2008 <<												
Base Vol:	188	659	131	196	1267	309	218	314	169	78	219	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	659	131	196	1267	309	218	314	169	78	219	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	154	1705	117	0	421	0	0	0	45	53	0	0
Initial Fut:	342	2364	248	196	1688	309	218	314	214	131	219	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	2364	248	196	1688	309	218	314	214	131	219	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	2364	248	196	1688	309	218	314	214	131	219	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	342	2364	248	196	1688	309	218	314	214	131	219	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92	0.92	0.98	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.27	1.73	1.00	1.16	1.84	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	2232	3214	1750	2038	3408	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.41	0.14	0.11	0.30	0.18	0.10	0.10	0.12	0.06	0.06	0.07
Crit Moves:		****		****			****			****		
Green Time:	29.5	86.7	100.2	23.4	80.6	101.0	20.4	20.4	50.0	13.4	13.4	36.9
Volume/Cap:	0.57	0.75	0.22	0.75	0.57	0.27	0.75	0.75	0.38	0.75	0.75	0.28
Delay/Veh:	58.9	27.3	11.7	74.5	26.2	11.9	69.6	69.6	41.5	76.1	76.1	49.1
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:	58.9	27.3	11.7	74.5	26.2	11.9	69.6	69.6	41.5	76.1	76.1	49.1
LOS by Move:	E	C	B	E	C	B	E	E	D	E	E	D
HCM2kAvgQ:	9	28	5	10	18	7	9	9	8	7	7	5

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

Martial Cottle Park

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

Intersection #3082: BRANHAM/MONTEREY



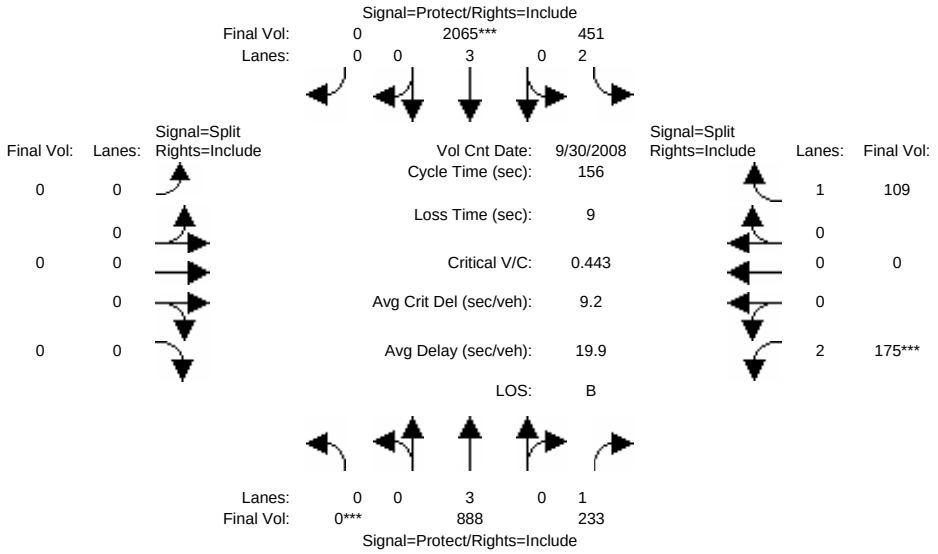
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 23 Sep 2008 <<												
Base Vol:	188	659	131	196	1267	309	218	314	169	78	219	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	659	131	196	1267	309	218	314	169	78	219	117
Added Vol:	0	0	0	0	0	5	9	5	0	0	3	0
PasserByVol:	154	1705	117	0	421	0	0	0	45	53	0	0
Initial Fut:	342	2364	248	196	1688	314	227	319	214	131	222	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	2364	248	196	1688	314	227	319	214	131	222	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	2364	248	196	1688	314	227	319	214	131	222	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	342	2364	248	196	1688	314	227	319	214	131	222	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92	0.92	0.98	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.29	1.71	1.00	1.15	1.85	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	2264	3182	1750	2021	3425	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.41	0.14	0.11	0.30	0.18	0.10	0.10	0.12	0.06	0.06	0.07
Crit Moves:		****		****				****			****	
Green Time:	29.4	86.3	99.8	23.3	80.2	101.1	20.9	20.9	50.3	13.5	13.5	36.8
Volume/Cap:	0.58	0.75	0.22	0.75	0.58	0.28	0.75	0.75	0.38	0.75	0.75	0.28
Delay/Veh:	59.0	27.6	11.9	74.9	26.4	11.9	69.4	69.4	41.2	76.2	76.2	49.2
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:	59.0	27.6	11.9	74.9	26.4	11.9	69.4	69.4	41.2	76.2	76.2	49.2
LOS by Move:	E	C	B	E	C	B	E	E	D	E	E	D
HCM2kAvgQ:	9	28	5	10	18	7	9	9	8	7	7	5

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

Martial Cottle Park

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

Intersection #3091: CAPITOL/MONTEREY (N)



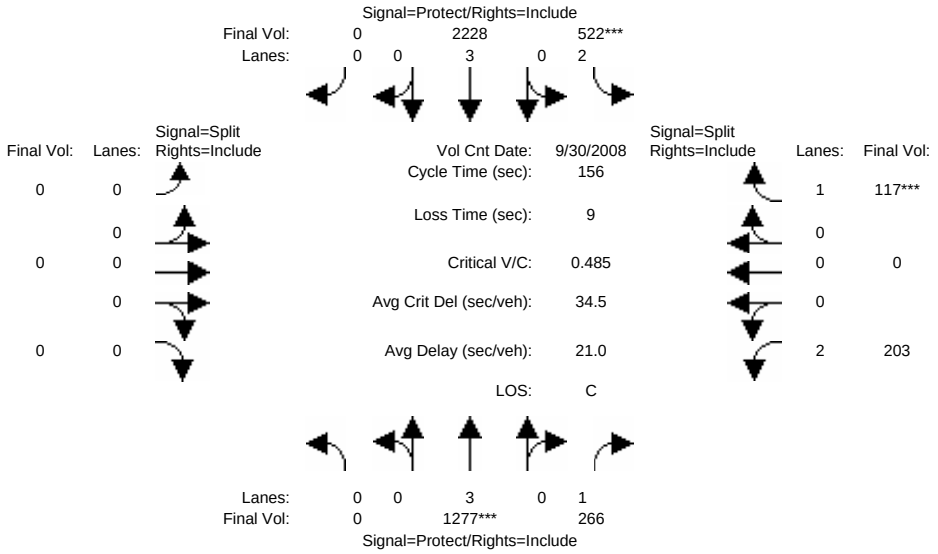
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 30 Sep 2008 <<												
Base Vol:	0	888	233	451	2065	0	0	0	0	175	0	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	888	233	451	2065	0	0	0	0	175	0	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	888	233	451	2065	0	0	0	0	175	0	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	888	233	451	2065	0	0	0	0	175	0	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	888	233	451	2065	0	0	0	0	175	0	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	888	233	451	2065	0	0	0	0	175	0	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.13	0.14	0.36	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:	****				****					****		
Green Time:	0.0	65.4	65.4	60.1	125	0.0	0.0	0.0	0.0	21.6	0.0	21.6
Volume/Cap:	0.00	0.37	0.32	0.37	0.45	0.00	0.00	0.00	0.00	0.40	0.00	0.45
Delay/Veh:	0.0	31.3	30.6	34.6	4.8	0.0	0.0	0.0	0.0	61.9	0.0	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.3	30.6	34.6	4.8	0.0	0.0	0.0	0.0	61.9	0.0	63.1
LOS by Move:	A	C	C	C	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	9	8	9	10	0	0	0	0	4	0	5

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

Martial Cottle Park

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

Intersection #3091: CAPITOL/MONTEREY (N)



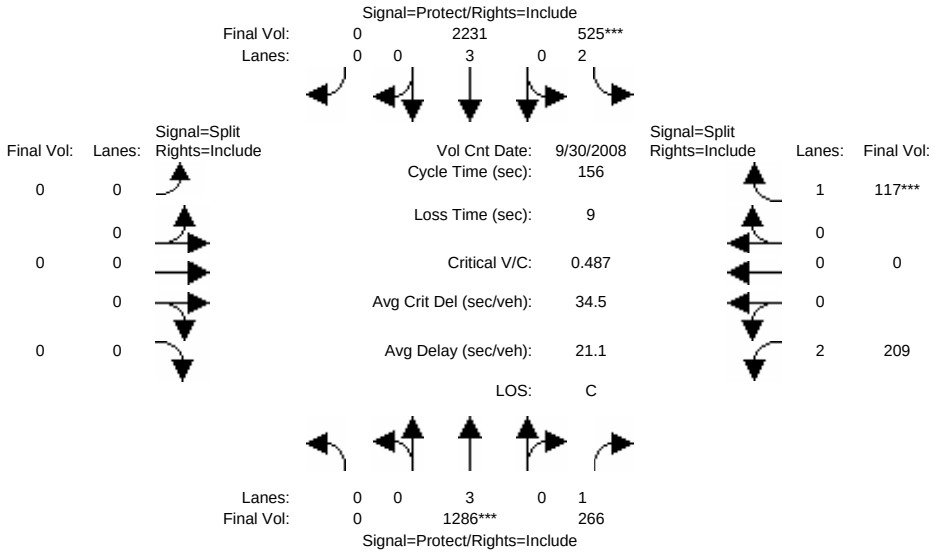
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 30 Sep 2008 <<												
Base Vol:	0	888	233	451	2065	0	0	0	0	175	0	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	888	233	451	2065	0	0	0	0	175	0	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	389	33	71	163	0	0	0	0	28	0	8
Initial Fut:	0	1277	266	522	2228	0	0	0	0	203	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1277	266	522	2228	0	0	0	0	203	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1277	266	522	2228	0	0	0	0	203	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1277	266	522	2228	0	0	0	0	203	0	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.15	0.17	0.39	0.00	0.00	0.00	0.00	0.06	0.00	0.07
Crit Moves:		****		****								****
Green Time:	0.0	72.1	72.1	53.4	125	0.0	0.0	0.0	0.0	21.5	0.0	21.5
Volume/Cap:	0.00	0.48	0.33	0.48	0.49	0.00	0.00	0.00	0.00	0.47	0.00	0.48
Delay/Veh:	0.0	29.2	26.8	40.8	5.0	0.0	0.0	0.0	0.0	62.7	0.0	63.6
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:	0.0	29.2	26.8	40.8	5.0	0.0	0.0	0.0	0.0	62.7	0.0	63.6
LOS by Move:	A	C	C	D	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	14	8	12	11	0	0	0	0	5	0	5

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

Martial Cottle Park

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

Intersection #3091: CAPITOL/MONTEREY (N)



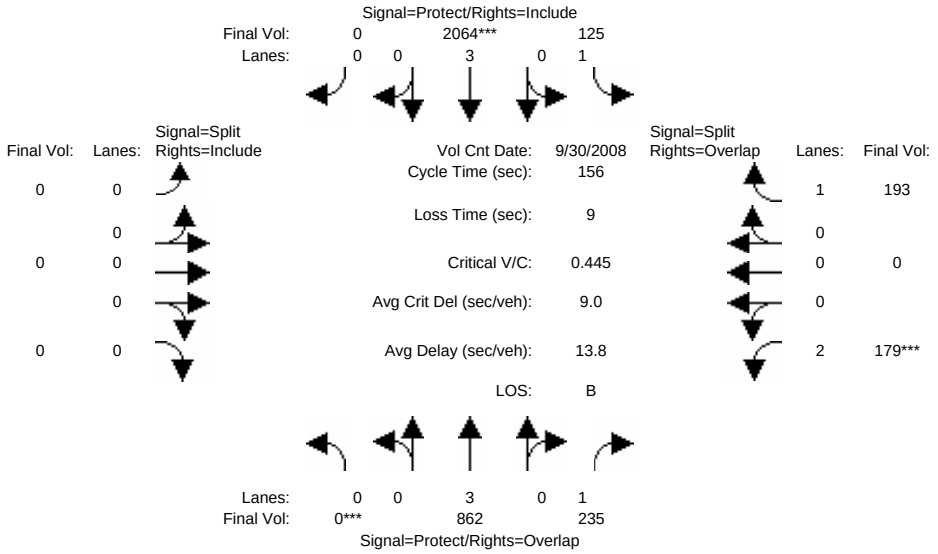
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 30 Sep 2008 <<												
Base Vol:	0	888	233	451	2065	0	0	0	0	175	0	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	888	233	451	2065	0	0	0	0	175	0	109
Added Vol:	0	9	0	3	3	0	0	0	0	6	0	0
PasserByVol:	0	389	33	71	163	0	0	0	0	28	0	8
Initial Fut:	0	1286	266	525	2231	0	0	0	0	209	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1286	266	525	2231	0	0	0	0	209	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1286	266	525	2231	0	0	0	0	209	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1286	266	525	2231	0	0	0	0	209	0	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.15	0.17	0.39	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:		****		****								****
Green Time:	0.0	72.2	72.2	53.4	126	0.0	0.0	0.0	0.0	21.4	0.0	21.4
Volume/Cap:	0.00	0.49	0.33	0.49	0.49	0.00	0.00	0.00	0.00	0.48	0.00	0.49
Delay/Veh:	0.0	29.2	26.8	40.9	5.0	0.0	0.0	0.0	0.0	63.0	0.0	63.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.2	26.8	40.9	5.0	0.0	0.0	0.0	0.0	63.0	0.0	63.8
LOS by Move:	A	C	C	D	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	14	8	12	11	0	0	0	0	5	0	5

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

Martial Cottle Park

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

Intersection #3092: CAPITOL/MONTEREY (S)



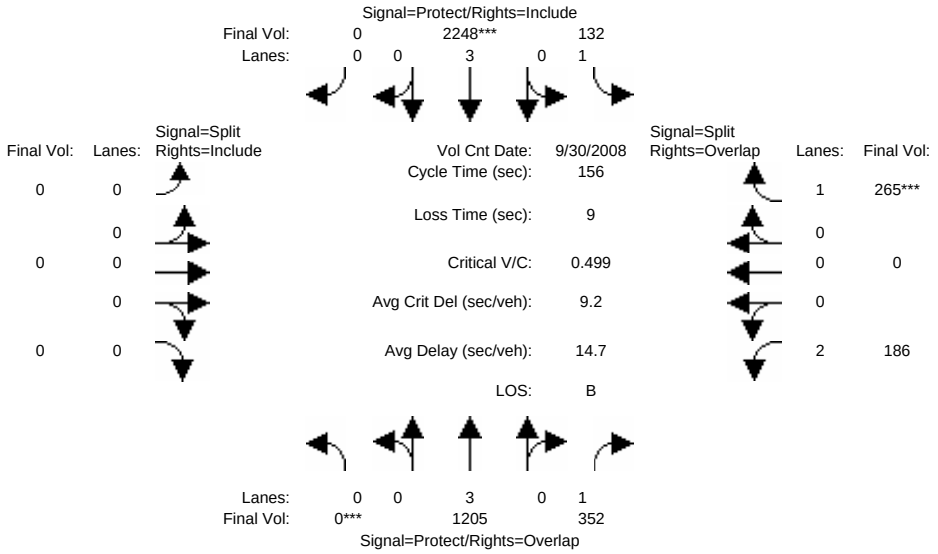
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		0	0	0		10	0	10	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Volume Module: >> Count Date: 30 Sep 2008 <<																
Base Vol:	0	862	235		125	2064	0		0	0	0		179	0	193	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	862	235		125	2064	0		0	0	0		179	0	193	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	862	235		125	2064	0		0	0	0		179	0	193	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	862	235		125	2064	0		0	0	0		179	0	193	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	862	235		125	2064	0		0	0	0		179	0	193	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	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	862	235		125	2064	0		0	0	0		179	0	193	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	5700	1750		1750	5700	0		0	0	0		3150	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.13		0.07	0.36	0.00		0.00	0.00	0.00		0.06	0.00	0.11	
Crit Moves:	****					****							****			
Green Time:	0.0	86.3	106.2		40.8	127	0.0		0.0	0.0	0.0		19.9	0.0	60.7	
Volume/Cap:	0.00	0.27	0.20		0.27	0.44	0.00		0.00	0.00	0.00		0.44	0.00	0.28	
Delay/Veh:	0.0	18.4	9.2		46.2	4.3	0.0		0.0	0.0	0.0		63.7	0.0	32.9	
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	18.4	9.2		46.2	4.3	0.0		0.0	0.0	0.0		63.7	0.0	32.9	
LOS by Move:	A	B	A		D	A	A		A	A	A		E	A	C	
HCM2kAvgQ:	0	7	4		5	10	0		0	0	0		5	0	7	

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

Martial Cottle Park

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

Intersection #3092: CAPITOL/MONTEREY (S)



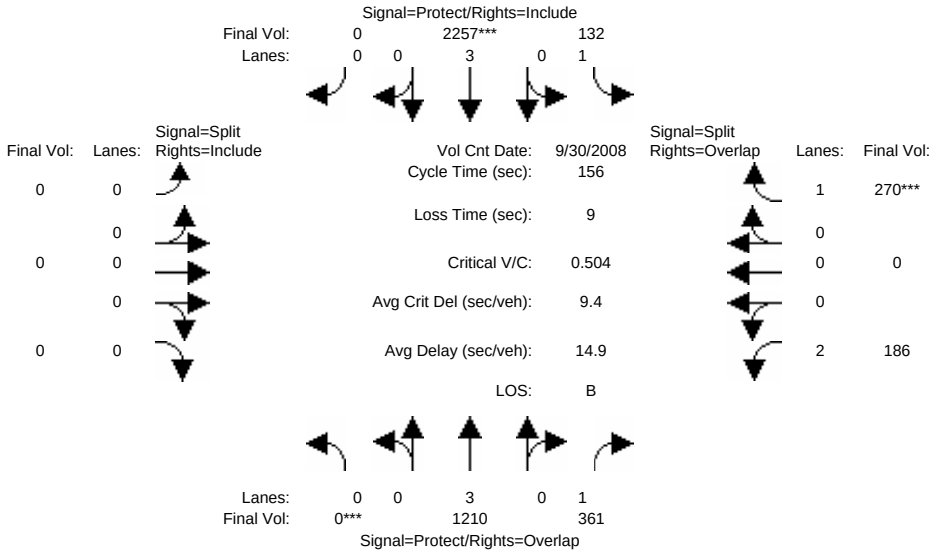
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 30 Sep 2008 <<												
Base Vol:	0	862	235	125	2064	0	0	0	0	179	0	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	862	235	125	2064	0	0	0	0	179	0	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	343	117	7	184	0	0	0	0	7	0	72
Initial Fut:	0	1205	352	132	2248	0	0	0	0	186	0	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1205	352	132	2248	0	0	0	0	186	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1205	352	132	2248	0	0	0	0	186	0	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1205	352	132	2248	0	0	0	0	186	0	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.20	0.08	0.39	0.00	0.00	0.00	0.00	0.06	0.00	0.15
Crit Moves:	****				****							****
Green Time:	0.0	90.8	114.6	32.4	123	0.0	0.0	0.0	0.0	23.8	0.0	56.2
Volume/Cap:	0.00	0.36	0.27	0.36	0.50	0.00	0.00	0.00	0.00	0.39	0.00	0.42
Delay/Veh:	0.0	17.3	7.0	53.6	5.8	0.0	0.0	0.0	0.0	60.1	0.0	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.3	7.0	53.6	5.8	0.0	0.0	0.0	0.0	60.1	0.0	38.1
LOS by Move:	A	B	A	D	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	10	6	6	12	0	0	0	0	5	0	10

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

Martial Cottle Park

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

Intersection #3092: CAPITOL/MONTEREY (S)



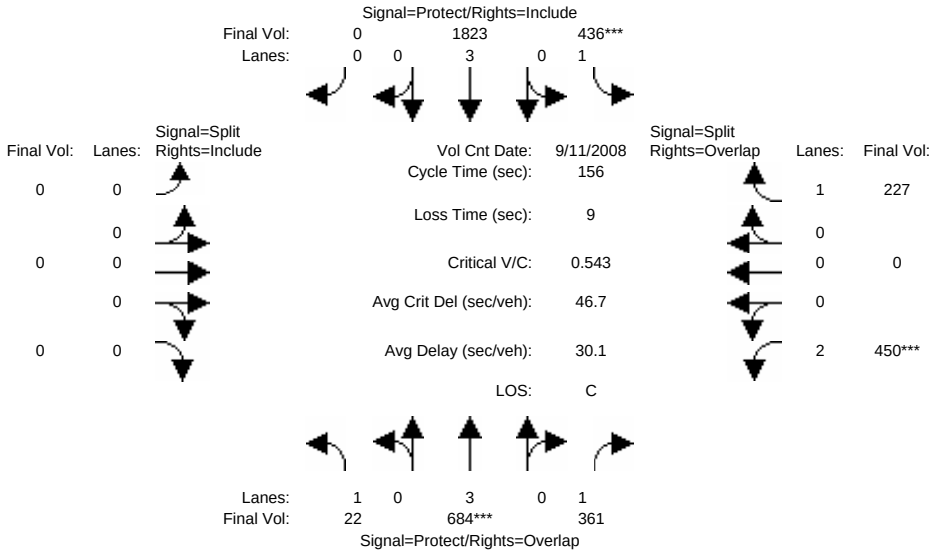
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 30 Sep 2008 <<												
Base Vol:	0	862	235	125	2064	0	0	0	0	179	0	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	862	235	125	2064	0	0	0	0	179	0	193
Added Vol:	0	5	9	0	9	0	0	0	0	0	0	5
PasserByVol:	0	343	117	7	184	0	0	0	0	7	0	72
Initial Fut:	0	1210	361	132	2257	0	0	0	0	186	0	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1210	361	132	2257	0	0	0	0	186	0	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1210	361	132	2257	0	0	0	0	186	0	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1210	361	132	2257	0	0	0	0	186	0	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.08	0.40	0.00	0.00	0.00	0.00	0.06	0.00	0.15
Crit Moves:	****				****							****
Green Time:	0.0	90.4	114.9	32.1	123	0.0	0.0	0.0	0.0	24.4	0.0	56.6
Volume/Cap:	0.00	0.37	0.28	0.37	0.50	0.00	0.00	0.00	0.00	0.38	0.00	0.43
Delay/Veh:	0.0	17.6	7.0	53.8	6.0	0.0	0.0	0.0	0.0	59.5	0.0	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.6	7.0	53.8	6.0	0.0	0.0	0.0	0.0	59.5	0.0	37.9
LOS by Move:	A	B	A	D	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	10	6	6	13	0	0	0	0	5	0	10

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

Martial Cottle Park

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

Intersection #3109: MONTEREY/SENTER



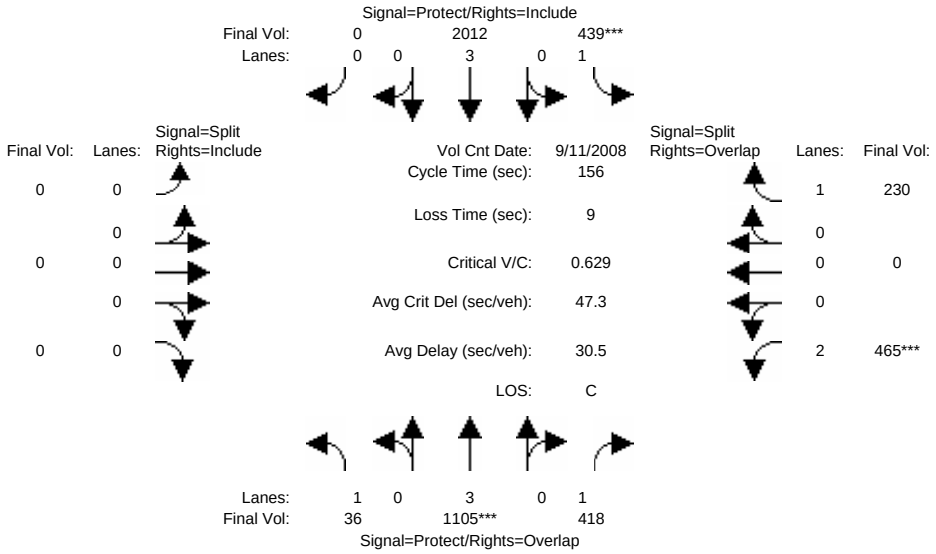
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 11 Sep 2008 <<												
Base Vol:	22	684	361	436	1823	0	0	0	0	450	0	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	684	361	436	1823	0	0	0	0	450	0	227
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	684	361	436	1823	0	0	0	0	450	0	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	684	361	436	1823	0	0	0	0	450	0	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	684	361	436	1823	0	0	0	0	450	0	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	684	361	436	1823	0	0	0	0	450	0	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.21	0.25	0.32	0.00	0.00	0.00	0.00	0.14	0.00	0.13
Crit Moves:		****		****						****		
Green Time:	13.0	34.5	75.5	71.5	92.9	0.0	0.0	0.0	0.0	41.0	0.0	112.5
Volume/Cap:	0.15	0.54	0.43	0.54	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.18
Delay/Veh:	66.8	54.3	26.5	31.2	18.9	0.0	0.0	0.0	0.0	50.2	0.0	7.0
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:	66.8	54.3	26.5	31.2	18.9	0.0	0.0	0.0	0.0	50.2	0.0	7.0
LOS by Move:	E	D	C	C	B	A	A	A	A	D	A	A
HCM2kAvgQ:	1	9	12	16	17	0	0	0	0	11	0	4

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

Martial Cottle Park

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

Intersection #3109: MONTEREY/SENTER



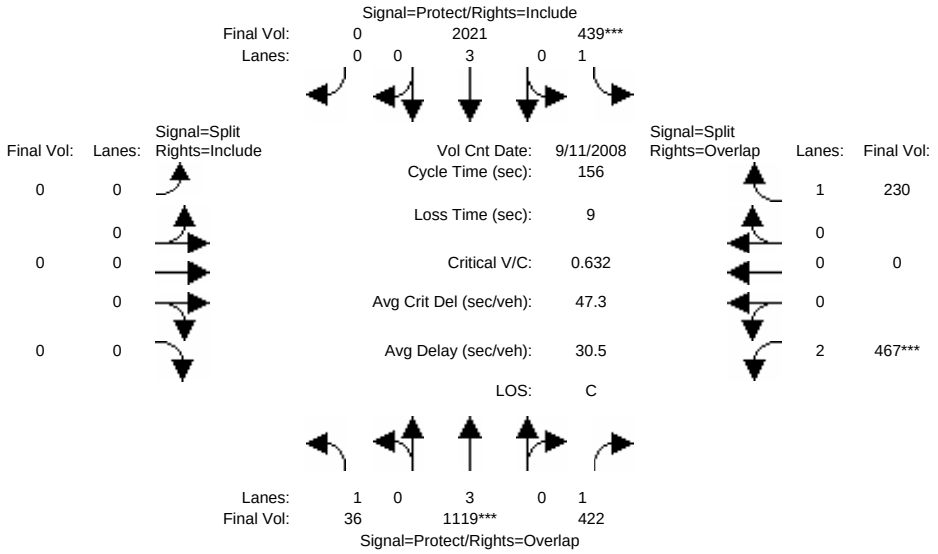
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 11 Sep 2008 <<												
Base Vol:	22	684	361	436	1823	0	0	0	0	450	0	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	684	361	436	1823	0	0	0	0	450	0	227
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	14	421	57	3	189	0	0	0	0	15	0	3
Initial Fut:	36	1105	418	439	2012	0	0	0	0	465	0	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1105	418	439	2012	0	0	0	0	465	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1105	418	439	2012	0	0	0	0	465	0	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1105	418	439	2012	0	0	0	0	465	0	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.24	0.25	0.35	0.00	0.00	0.00	0.00	0.15	0.00	0.13
Crit Moves:		****		****						****		
Green Time:	12.4	48.1	84.7	62.3	97.9	0.0	0.0	0.0	0.0	36.6	0.0	98.9
Volume/Cap:	0.26	0.63	0.44	0.63	0.56	0.00	0.00	0.00	0.00	0.63	0.00	0.21
Delay/Veh:	68.4	47.0	21.7	39.4	16.9	0.0	0.0	0.0	0.0	55.3	0.0	12.1
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:	68.4	47.0	21.7	39.4	16.9	0.0	0.0	0.0	0.0	55.3	0.0	12.1
LOS by Move:	E	D	C	D	B	A	A	A	A	E	A	B
HCM2kAvgQ:	2	15	12	18	18	0	0	0	0	12	0	5

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

Martial Cottle Park

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

Intersection #3109: MONTEREY/SENTER



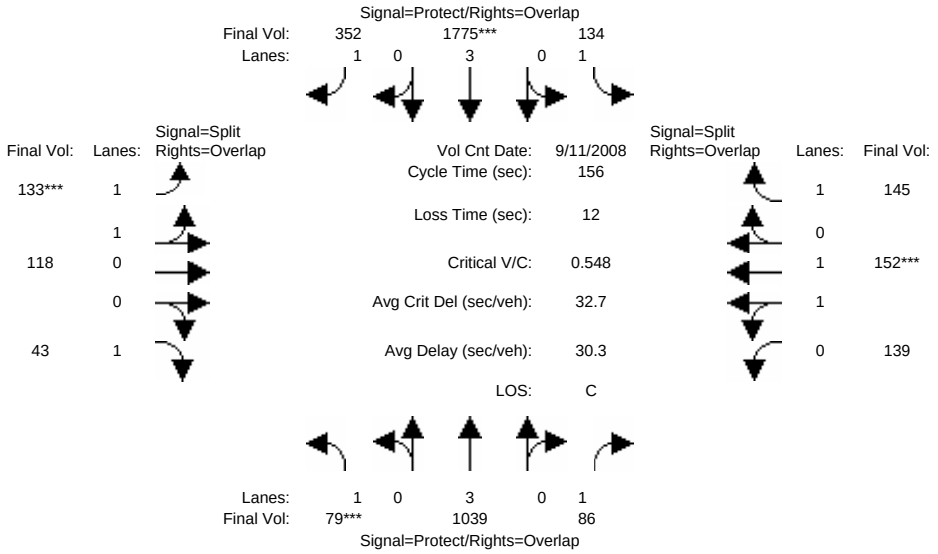
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 11 Sep 2008 <<												
Base Vol:	22	684	361	436	1823	0	0	0	0	450	0	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	684	361	436	1823	0	0	0	0	450	0	227
Added Vol:	0	14	4	0	9	0	0	0	0	2	0	0
PasserByVol:	14	421	57	3	189	0	0	0	0	15	0	3
Initial Fut:	36	1119	422	439	2021	0	0	0	0	467	0	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1119	422	439	2021	0	0	0	0	467	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1119	422	439	2021	0	0	0	0	467	0	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1119	422	439	2021	0	0	0	0	467	0	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.24	0.25	0.35	0.00	0.00	0.00	0.00	0.15	0.00	0.13
Crit Moves:		****		****						****		
Green Time:	12.4	48.5	85.1	61.9	98.0	0.0	0.0	0.0	0.0	36.6	0.0	98.5
Volume/Cap:	0.26	0.63	0.44	0.63	0.56	0.00	0.00	0.00	0.00	0.63	0.00	0.21
Delay/Veh:	68.5	46.9	21.6	39.8	16.9	0.0	0.0	0.0	0.0	55.4	0.0	12.3
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:	68.5	46.9	21.6	39.8	16.9	0.0	0.0	0.0	0.0	55.4	0.0	12.3
LOS by Move:	E	D	C	D	B	A	A	A	A	E	A	B
HCM2kAvgQ:	2	15	12	18	18	0	0	0	0	13	0	5

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

Martial Cottle Park

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

Intersection #3110: MONTEREY/SKYWAY



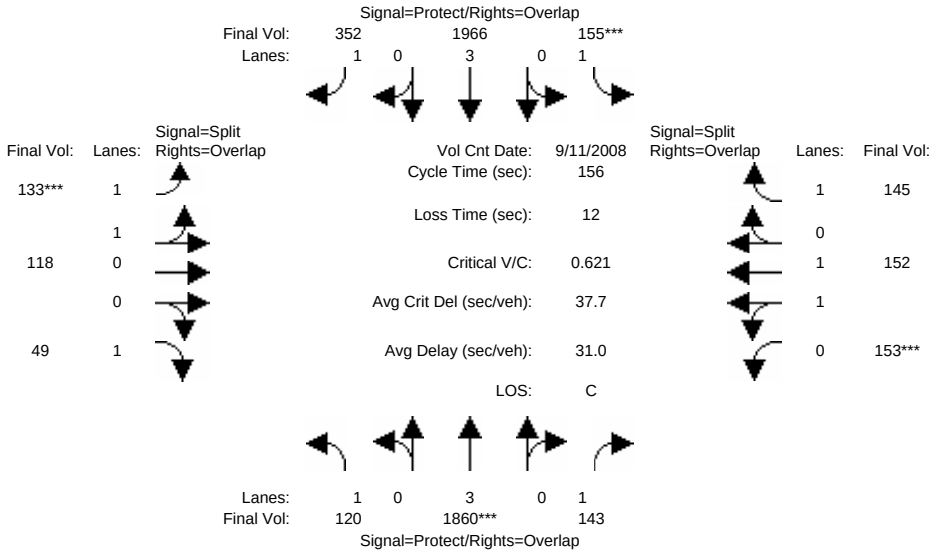
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 11 Sep 2008 <<												
Base Vol:	79	1039	86	134	1775	352	133	118	43	139	152	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	1039	86	134	1775	352	133	118	43	139	152	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	1039	86	134	1775	352	133	118	43	139	152	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	1039	86	134	1775	352	133	118	43	139	152	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1039	86	134	1775	352	133	118	43	139	152	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	79	1039	86	134	1775	352	133	118	43	139	152	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.95	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.07	0.93	1.00	0.98	1.02	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1881	1669	1750	1766	1931	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.05	0.08	0.31	0.20	0.07	0.07	0.02	0.08	0.08	0.08
Crit Moves:	****				****		****				****	
Green Time:	12.8	71.5	93.9	30.0	88.6	108.8	20.1	20.1	33.0	22.4	22.4	52.4
Volume/Cap:	0.55	0.40	0.08	0.40	0.55	0.29	0.55	0.55	0.12	0.55	0.55	0.25
Delay/Veh:	73.2	28.1	13.1	55.9	21.3	9.1	65.1	65.1	49.9	63.3	63.3	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.2	28.1	13.1	55.9	21.3	9.1	65.1	65.1	49.9	63.3	63.3	37.7
LOS by Move:	E	C	B	E	C	A	E	E	D	E	E	D
HCM2kAvgQ:	4	10	2	6	17	7	6	6	2	7	7	5

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

Martial Cottle Park

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

Intersection #3110: MONTEREY/SKYWAY



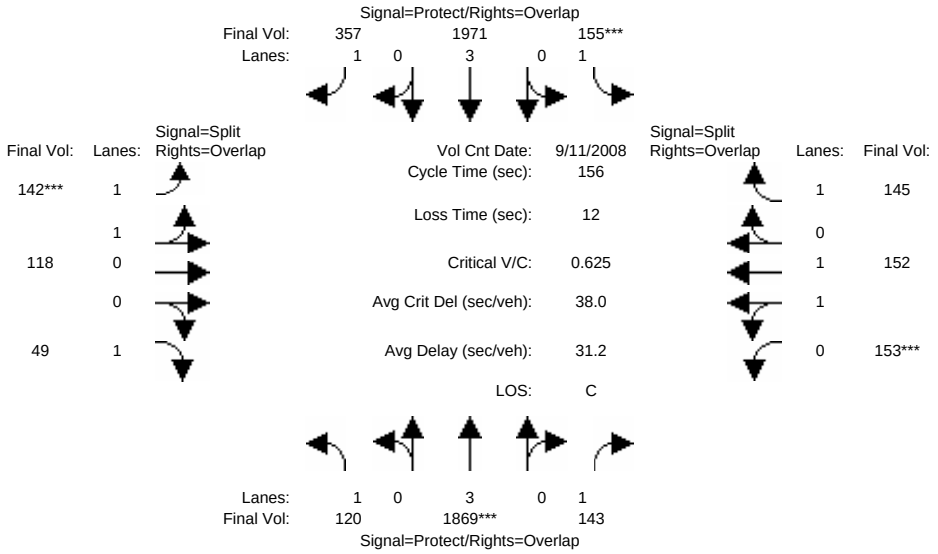
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Volume Module: >> Count Date: 11 Sep 2008 <<																
Base Vol:	79	1039	86		134	1775	352		133	118	43		139	152	145	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	79	1039	86		134	1775	352		133	118	43		139	152	145	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	41	821	57		21	191	0		0	0	6		14	0	0	
Initial Fut:	120	1860	143		155	1966	352		133	118	49		153	152	145	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	1860	143		155	1966	352		133	118	49		153	152	145	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	1860	143		155	1966	352		133	118	49		153	152	145	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	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:	120	1860	143		155	1966	352		133	118	49		153	152	145	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.95	0.92		0.92	1.00	0.92	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.07	0.93	1.00		1.00	1.00	1.00	
Final Sat.:	1750	5700	1750		1750	5700	1750		1881	1669	1750		1750	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.33	0.08		0.09	0.34	0.20		0.07	0.07	0.03		0.09	0.08	0.08	
Crit Moves:		****				****				****				****		
Green Time:	17.3	82.0	104.0		22.3	87.0	104.7		17.8	17.8	35.1		22.0	22.0	44.2	
Volume/Cap:	0.62	0.62	0.12		0.62	0.62	0.30		0.62	0.62	0.12		0.62	0.57	0.29	
Delay/Veh:	72.2	26.5	9.5		67.6	23.7	10.7		68.9	68.9	48.4		65.5	64.0	44.0	
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:	72.2	26.5	9.5		67.6	23.7	10.7		68.9	68.9	48.4		65.5	64.0	44.0	
LOS by Move:	E	C	A		E	C	B		E	E	D		E	E	D	
HCM2kAvgQ:	6	20	3		7	20	7		6	6	2		8	7	6	

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

Martial Cottle Park

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

Intersection #3110: MONTEREY/SKYWAY



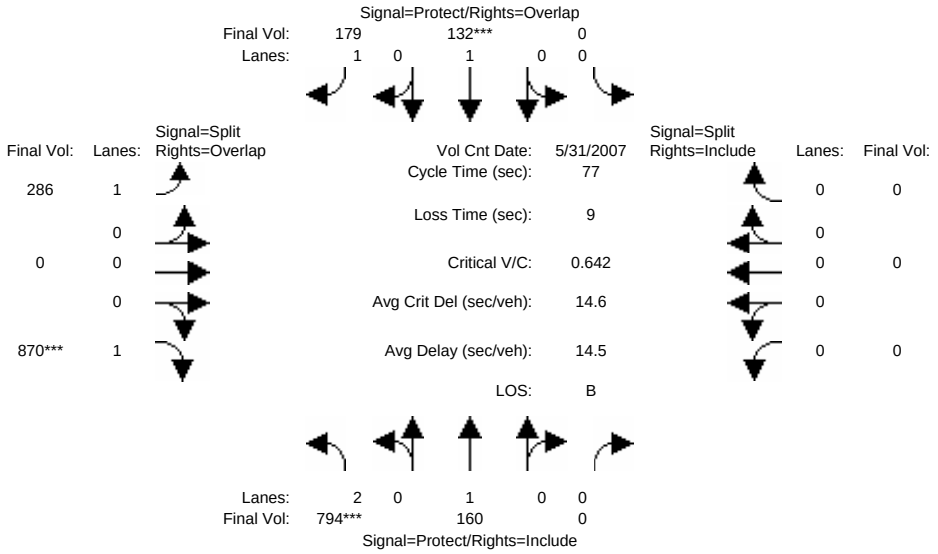
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 11 Sep 2008 <<												
Base Vol:	79	1039	86	134	1775	352	133	118	43	139	152	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	1039	86	134	1775	352	133	118	43	139	152	145
Added Vol:	0	9	0	0	5	5	9	0	0	0	0	0
PasserByVol:	41	821	57	21	191	0	0	0	6	14	0	0
Initial Fut:	120	1869	143	155	1971	357	142	118	49	153	152	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1869	143	155	1971	357	142	118	49	153	152	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1869	143	155	1971	357	142	118	49	153	152	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	120	1869	143	155	1971	357	142	118	49	153	152	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.11	0.89	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1939	1611	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.08	0.09	0.35	0.20	0.07	0.07	0.03	0.09	0.08	0.08
Crit Moves:		****		****			****			****		
Green Time:	17.2	81.8	103.6	22.1	86.7	105.0	18.3	18.3	35.5	21.8	21.8	43.9
Volume/Cap:	0.62	0.63	0.12	0.63	0.62	0.30	0.63	0.63	0.12	0.63	0.57	0.29
Delay/Veh:	72.5	26.7	9.6	68.0	23.9	10.6	68.6	68.6	48.0	65.8	64.2	44.2
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:	72.5	26.7	9.6	68.0	23.9	10.6	68.6	68.6	48.0	65.8	64.2	44.2
LOS by Move:	E	C	A	E	C	B	E	E	D	E	E	D
HCM2kAvgQ:	6	20	3	7	21	7	6	6	2	8	7	6

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

Martial Cottle Park

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

Intersection #3208: 87/NARVAEZ



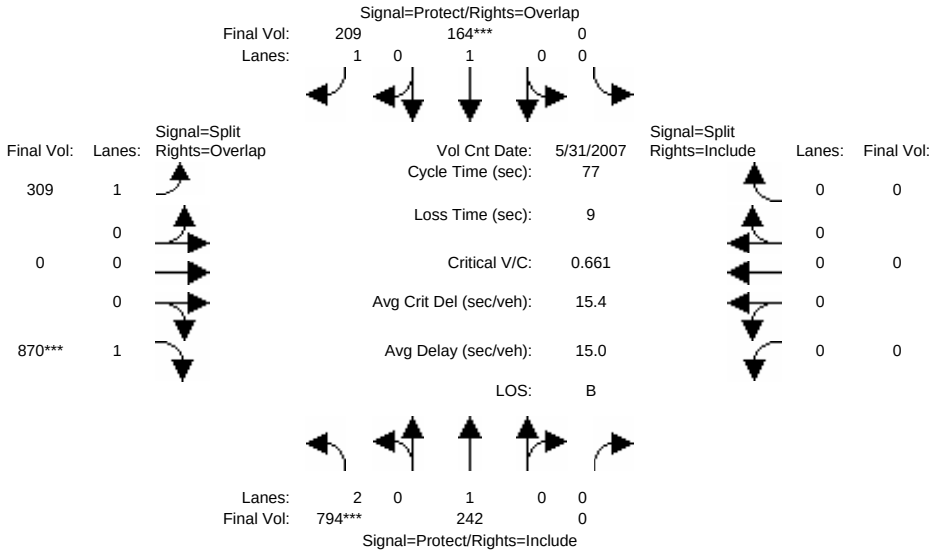
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 31 May 2007 << 5:00-6:00 PM												
Base Vol:	794	160	0	0	132	179	286	0	870	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:	794	160	0	0	132	179	286	0	870	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	794	160	0	0	132	179	286	0	870	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	794	160	0	0	132	179	286	0	870	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	794	160	0	0	132	179	286	0	870	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:	794	160	0	0	132	179	286	0	870	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.08	0.00	0.00	0.07	0.10	0.16	0.00	0.50	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	29.4	39.4	0.0	0.0	10.0	38.6	28.6	0.0	58.0	0.0	0.0	0.0
Volume/Cap:	0.66	0.16	0.00	0.00	0.53	0.20	0.44	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	21.0	10.1	0.0	0.0	33.6	10.8	18.7	0.0	5.9	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:	21.0	10.1	0.0	0.0	33.6	10.8	18.7	0.0	5.9	0.0	0.0	0.0
LOS by Move:	C	B	A	A	C	B	B	A	A	A	A	A
HCM2kAvgQ:	9	2	0	0	4	3	6	0	12	0	0	0

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

Martial Cottle Park

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

Intersection #3208: 87/NARVAEZ



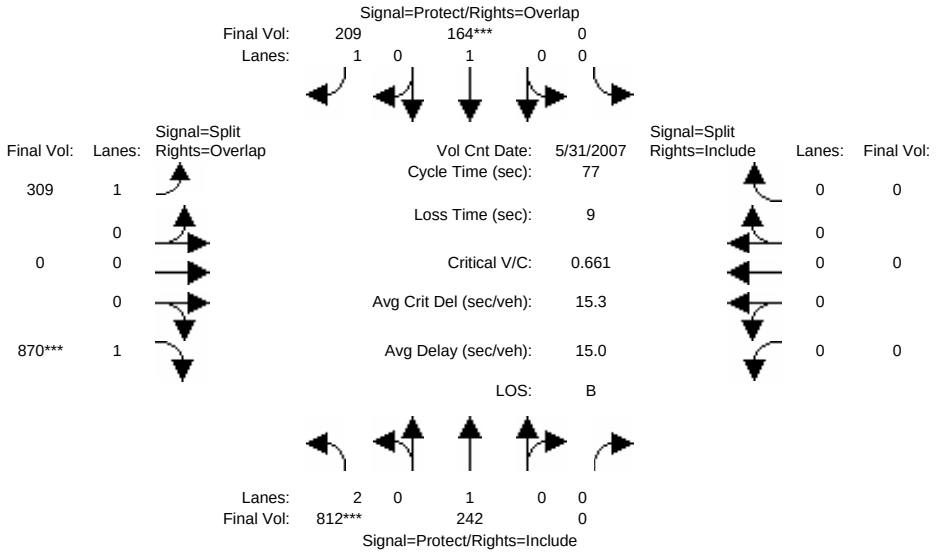
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 31 May 2007 << 5:00-6:00 PM												
Base Vol:	794	160	0	0	132	179	286	0	870	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:	794	160	0	0	132	179	286	0	870	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	82	0	0	32	30	23	0	0	0	0	0
Initial Fut:	794	242	0	0	164	209	309	0	870	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	794	242	0	0	164	209	309	0	870	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	794	242	0	0	164	209	309	0	870	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:	794	242	0	0	164	209	309	0	870	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.13	0.00	0.00	0.09	0.12	0.18	0.00	0.50	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	29.4	39.4	0.0	0.0	10.1	38.6	28.6	0.0	57.9	0.0	0.0	0.0
Volume/Cap:	0.66	0.25	0.00	0.00	0.66	0.24	0.48	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	21.1	10.6	0.0	0.0	38.3	11.0	19.1	0.0	6.0	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:	21.1	10.6	0.0	0.0	38.3	11.0	19.1	0.0	6.0	0.0	0.0	0.0
LOS by Move:	C	B	A	A	D	B	B	A	A	A	A	A
HCM2kAvgQ:	9	3	0	0	5	3	6	0	12	0	0	0

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

Martial Cottle Park

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

Intersection #3208: 87/NARVAEZ



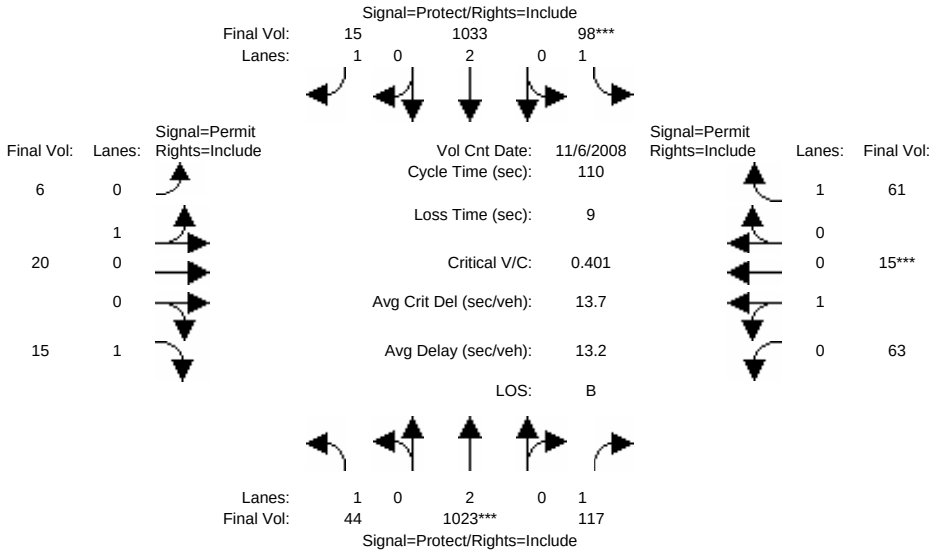
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 31 May 2007 << 5:00-6:00 PM												
Base Vol:	794	160	0	0	132	179	286	0	870	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:	794	160	0	0	132	179	286	0	870	0	0	0
Added Vol:	18	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	82	0	0	32	30	23	0	0	0	0	0
Initial Fut:	812	242	0	0	164	209	309	0	870	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	812	242	0	0	164	209	309	0	870	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	812	242	0	0	164	209	309	0	870	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:	812	242	0	0	164	209	309	0	870	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.13	0.00	0.00	0.09	0.12	0.18	0.00	0.50	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	30.0	40.1	0.0	0.0	10.1	38.0	27.9	0.0	57.9	0.0	0.0	0.0
Volume/Cap:	0.66	0.24	0.00	0.00	0.66	0.24	0.49	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	20.6	10.3	0.0	0.0	38.3	11.4	19.6	0.0	6.0	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:	20.6	10.3	0.0	0.0	38.3	11.4	19.6	0.0	6.0	0.0	0.0	0.0
LOS by Move:	C	B	A	A	D	B	B	A	A	A	A	A
HCM2kAvgQ:	9	3	0	0	5	3	6	0	12	0	0	0

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

Martial Cottle Park

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

Intersection #3272: AVENIDA DEL ROBLE/SNELL



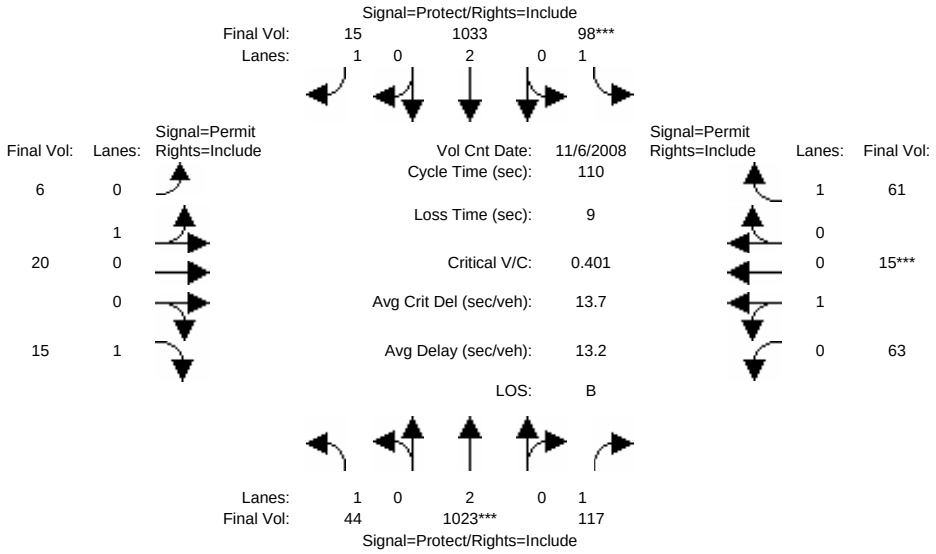
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 6 Nov 2008 << 5:00-6:00PM												
Base Vol:	44	1023	117	98	1033	15	6	20	15	63	15	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1023	117	98	1033	15	6	20	15	63	15	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1023	117	98	1033	15	6	20	15	63	15	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1023	117	98	1033	15	6	20	15	63	15	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1023	117	98	1033	15	6	20	15	63	15	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1023	117	98	1033	15	6	20	15	63	15	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	0.77	1.00	0.81	0.19	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	415	1385	1750	1454	346	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.07	0.06	0.27	0.01	0.01	0.01	0.01	0.04	0.04	0.03
Crit Moves:		****		****							****	
Green Time:	16.9	73.8	73.8	15.3	72.2	72.2	11.9	11.9	11.9	11.9	11.9	11.9
Volume/Cap:	0.16	0.40	0.10	0.40	0.41	0.01	0.13	0.13	0.08	0.40	0.40	0.32
Delay/Veh:	40.7	8.3	6.4	44.2	9.0	6.5	44.7	44.7	44.3	47.1	47.1	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	8.3	6.4	44.2	9.0	6.5	44.7	44.7	44.3	47.1	47.1	46.3
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	8	1	3	8	0	1	1	1	3	3	2

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

Martial Cottle Park

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

Intersection #3272: AVENIDA DEL ROBLE/SNELL



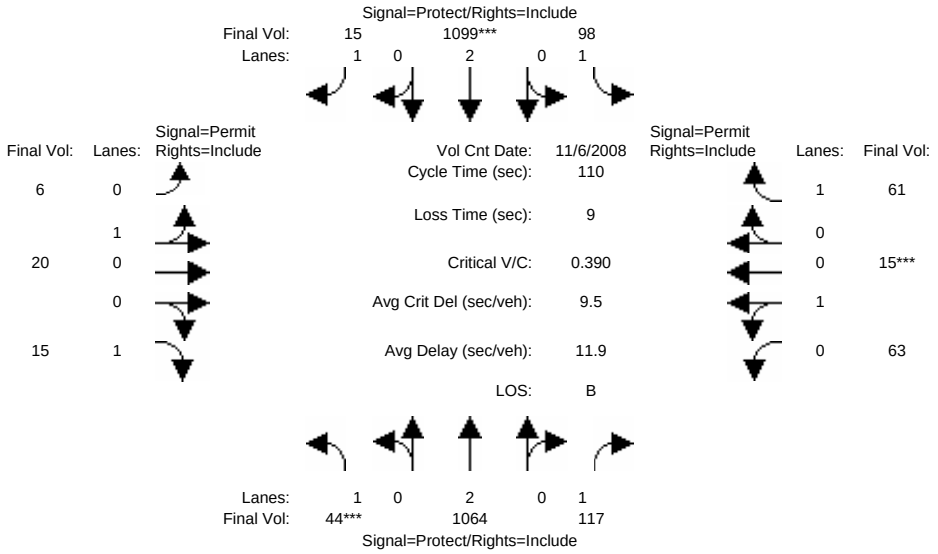
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 6 Nov 2008 << 5:00-6:00PM												
Base Vol:	44	1023	117	98	1033	15	6	20	15	63	15	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1023	117	98	1033	15	6	20	15	63	15	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1023	117	98	1033	15	6	20	15	63	15	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1023	117	98	1033	15	6	20	15	63	15	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1023	117	98	1033	15	6	20	15	63	15	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1023	117	98	1033	15	6	20	15	63	15	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	0.77	1.00	0.81	0.19	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	415	1385	1750	1454	346	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.07	0.06	0.27	0.01	0.01	0.01	0.01	0.04	0.04	0.03
Crit Moves:		****		****							****	
Green Time:	16.9	73.8	73.8	15.3	72.2	72.2	11.9	11.9	11.9	11.9	11.9	11.9
Volume/Cap:	0.16	0.40	0.10	0.40	0.41	0.01	0.13	0.13	0.08	0.40	0.40	0.32
Delay/Veh:	40.7	8.3	6.4	44.2	9.0	6.5	44.7	44.7	44.3	47.1	47.1	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	8.3	6.4	44.2	9.0	6.5	44.7	44.7	44.3	47.1	47.1	46.3
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	8	1	3	8	0	1	1	1	3	3	2

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

Martial Cottle Park

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

Intersection #3272: AVENIDA DEL ROBLE/SNELL



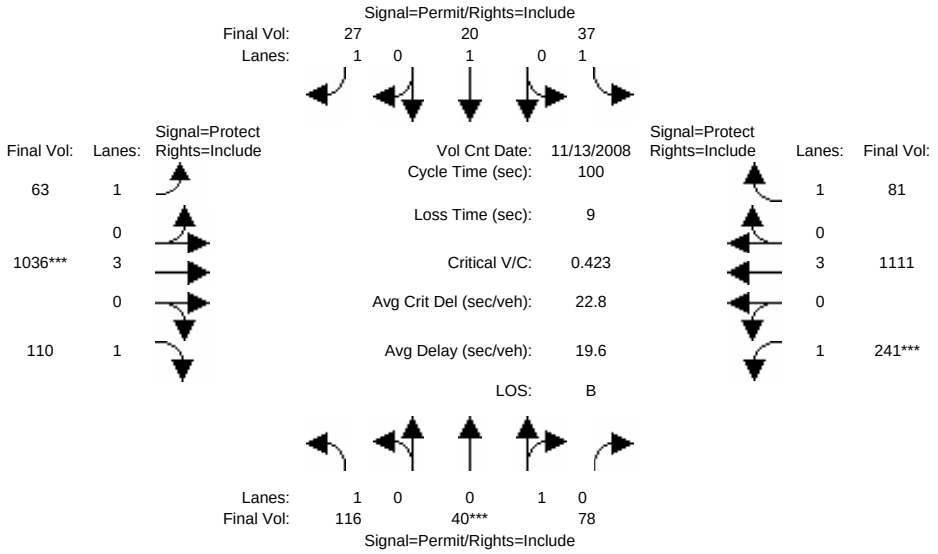
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 6 Nov 2008 << 5:00-6:00PM												
Base Vol:	44	1023	117	98	1033	15	6	20	15	63	15	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1023	117	98	1033	15	6	20	15	63	15	61
Added Vol:	0	41	0	0	66	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1064	117	98	1099	15	6	20	15	63	15	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1064	117	98	1099	15	6	20	15	63	15	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1064	117	98	1099	15	6	20	15	63	15	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1064	117	98	1099	15	6	20	15	63	15	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	0.77	1.00	0.81	0.19	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	415	1385	1750	1454	346	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.07	0.06	0.29	0.01	0.01	0.01	0.01	0.04	0.04	0.03
Crit Moves:	****				****						****	
Green Time:	7.1	72.3	72.3	16.4	81.7	81.7	12.2	12.2	12.2	12.2	12.2	12.2
Volume/Cap:	0.39	0.43	0.10	0.37	0.39	0.01	0.13	0.13	0.08	0.39	0.39	0.31
Delay/Veh:	51.6	9.1	7.0	43.1	5.2	3.7	44.4	44.4	44.0	46.7	46.7	45.9
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:	51.6	9.1	7.0	43.1	5.2	3.7	44.4	44.4	44.0	46.7	46.7	45.9
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	8	2	3	7	0	1	1	1	3	3	2

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

Martial Cottle Park

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

Intersection #3300: BESWICK/BLOSSOM HILL



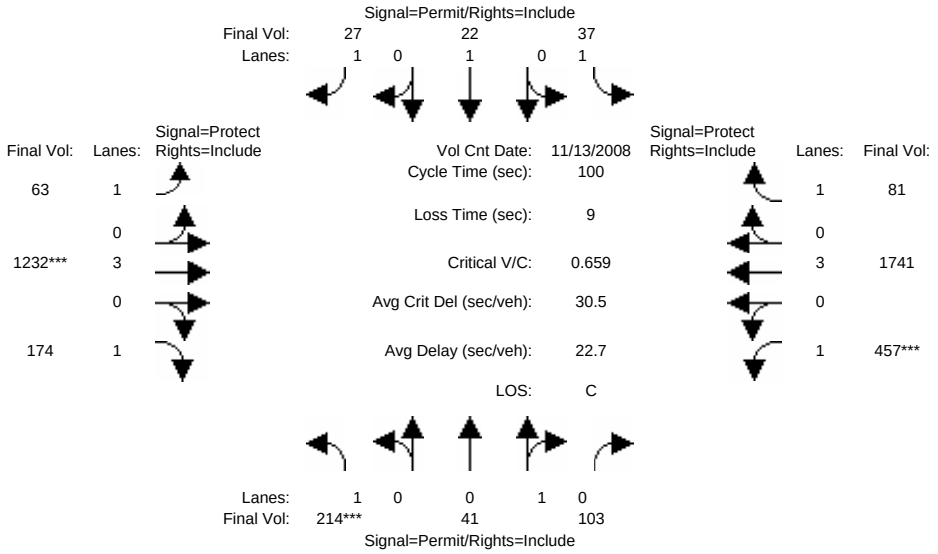
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 4:00-5:00PM												
Base Vol:	116	40	78	37	20	27	63	1036	110	241	1111	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	40	78	37	20	27	63	1036	110	241	1111	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	40	78	37	20	27	63	1036	110	241	1111	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	40	78	37	20	27	63	1036	110	241	1111	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	40	78	37	20	27	63	1036	110	241	1111	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:	116	40	78	37	20	27	63	1036	110	241	1111	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.34	0.66	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	610	1190	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.01	0.02	0.04	0.18	0.06	0.14	0.19	0.05
Crit Moves:		****						****		****		
Green Time:	15.5	15.5	15.5	15.5	15.5	15.5	20.0	43.0	43.0	32.5	55.6	55.6
Volume/Cap:	0.43	0.42	0.42	0.14	0.07	0.10	0.18	0.42	0.15	0.42	0.35	0.08
Delay/Veh:	39.3	39.2	39.2	36.7	36.2	36.4	33.5	20.0	17.5	26.9	12.3	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	39.2	39.2	36.7	36.2	36.4	33.5	20.0	17.5	26.9	12.3	10.4
LOS by Move:	D	D	D	D	D	D	C	C	B	C	B	B
HCM2kAvgQ:	4	4	4	1	1	1	2	7	2	6	6	1

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

Martial Cottle Park

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

Intersection #3300: BESWICK/BLOSSOM HILL



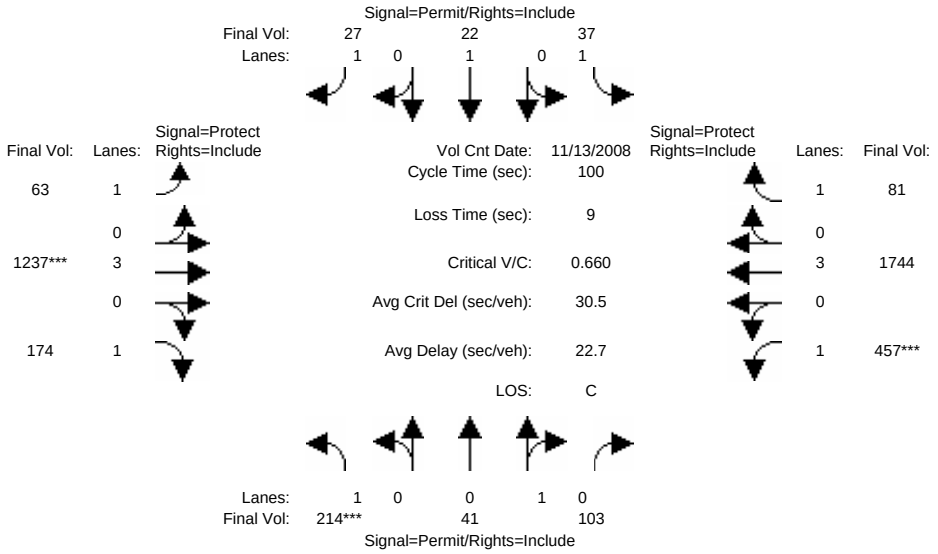
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 4:00-5:00PM												
Base Vol:	116	40	78	37	20	27	63	1036	110	241	1111	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	40	78	37	20	27	63	1036	110	241	1111	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	98	1	25	0	2	0	0	196	64	216	630	0
Initial Fut:	214	41	103	37	22	27	63	1232	174	457	1741	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	41	103	37	22	27	63	1232	174	457	1741	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	41	103	37	22	27	63	1232	174	457	1741	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:	214	41	103	37	22	27	63	1232	174	457	1741	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.28	0.72	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	512	1287	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.08	0.02	0.01	0.02	0.04	0.22	0.10	0.26	0.31	0.05
Crit Moves:	****							****		****		
Green Time:	18.6	18.6	18.6	18.6	18.6	18.6	13.5	32.8	32.8	39.6	58.9	58.9
Volume/Cap:	0.66	0.43	0.43	0.11	0.06	0.08	0.27	0.66	0.30	0.66	0.52	0.08
Delay/Veh:	42.7	36.9	36.9	34.0	33.6	33.8	39.4	29.7	25.4	27.0	12.3	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:	42.7	36.9	36.9	34.0	33.6	33.8	39.4	29.7	25.4	27.0	12.3	8.9
LOS by Move:	D	D	D	C	C	C	D	C	C	C	B	A
HCM2kAvgQ:	8	4	4	1	1	1	2	11	4	12	10	1

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

Martial Cottle Park

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

Intersection #3300: BESWICK/BLOSSOM HILL



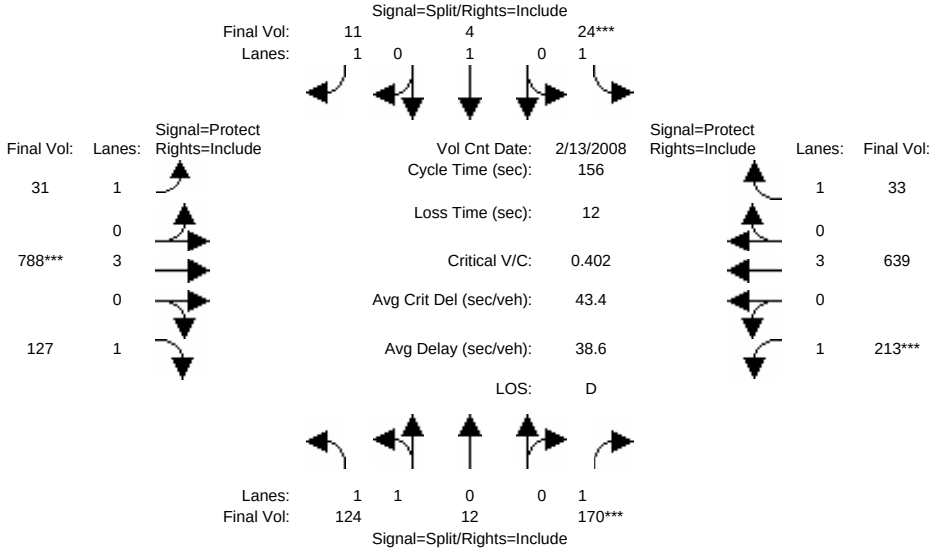
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 4:00-5:00PM												
Base Vol:	116	40	78	37	20	27	63	1036	110	241	1111	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	40	78	37	20	27	63	1036	110	241	1111	81
Added Vol:	0	0	0	0	0	0	0	5	0	0	3	0
PasserByVol:	98	1	25	0	2	0	0	196	64	216	630	0
Initial Fut:	214	41	103	37	22	27	63	1237	174	457	1744	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	41	103	37	22	27	63	1237	174	457	1744	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	41	103	37	22	27	63	1237	174	457	1744	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:	214	41	103	37	22	27	63	1237	174	457	1744	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.28	0.72	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	512	1287	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.08	0.02	0.01	0.02	0.04	0.22	0.10	0.26	0.31	0.05
Crit Moves:	****							****		****		
Green Time:	18.5	18.5	18.5	18.5	18.5	18.5	13.5	32.9	32.9	39.6	59.0	59.0
Volume/Cap:	0.66	0.43	0.43	0.11	0.06	0.08	0.27	0.66	0.30	0.66	0.52	0.08
Delay/Veh:	42.8	37.0	37.0	34.1	33.6	33.8	39.4	29.6	25.3	27.1	12.3	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:	42.8	37.0	37.0	34.1	33.6	33.8	39.4	29.6	25.3	27.1	12.3	8.9
LOS by Move:	D	D	D	C	C	C	D	C	C	C	B	A
HCM2kAvgQ:	8	4	4	1	1	1	2	11	4	12	10	1

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

Martial Cottle Park

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

Intersection #3314: BLOSSOM HILL/CAHALAN



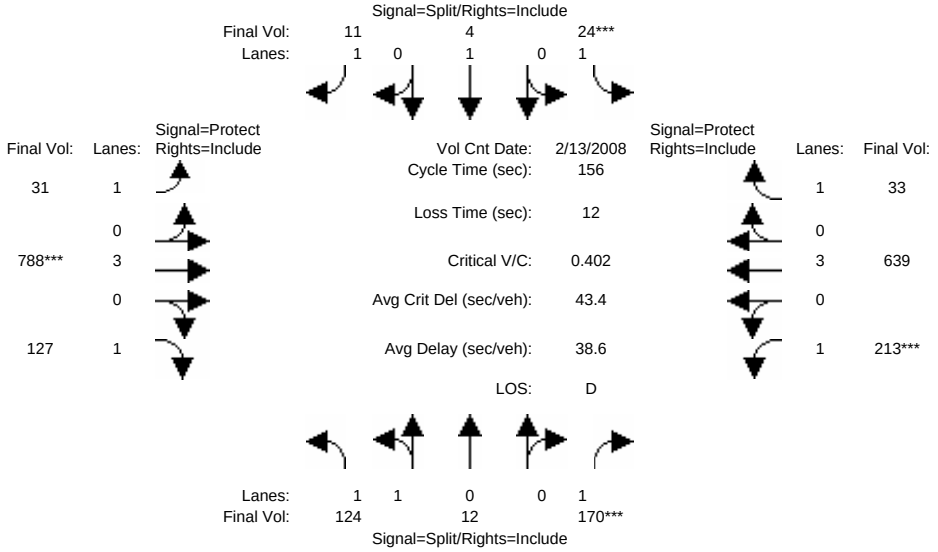
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Feb 2008 << 4:00-5:00PM												
Base Vol:	124	12	170	24	4	11	31	788	127	213	639	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	12	170	24	4	11	31	788	127	213	639	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	12	170	24	4	11	31	788	127	213	639	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	12	170	24	4	11	31	788	127	213	639	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	12	170	24	4	11	31	788	127	213	639	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	12	170	24	4	11	31	788	127	213	639	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.83	0.17	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3237	313	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.10	0.01	0.00	0.01	0.02	0.14	0.07	0.12	0.11	0.02
Crit Moves:			****	****				****		****		
Green Time:	36.5	36.5	36.5	10.0	10.0	10.0	27.9	51.9	51.9	45.7	69.7	69.7
Volume/Cap:	0.16	0.16	0.42	0.21	0.03	0.10	0.10	0.42	0.22	0.42	0.25	0.04
Delay/Veh:	47.7	47.7	51.4	70.2	68.6	69.1	53.7	40.5	37.7	45.0	27.0	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	47.7	51.4	70.2	68.6	69.1	53.7	40.5	37.7	45.0	27.0	24.4
LOS by Move:	D	D	D	E	E	E	D	D	D	D	C	C
HCM2kAvgQ:	3	3	7	1	0	1	1	9	4	9	6	1

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

Martial Cottle Park

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

Intersection #3314: BLOSSOM HILL/CAHALAN



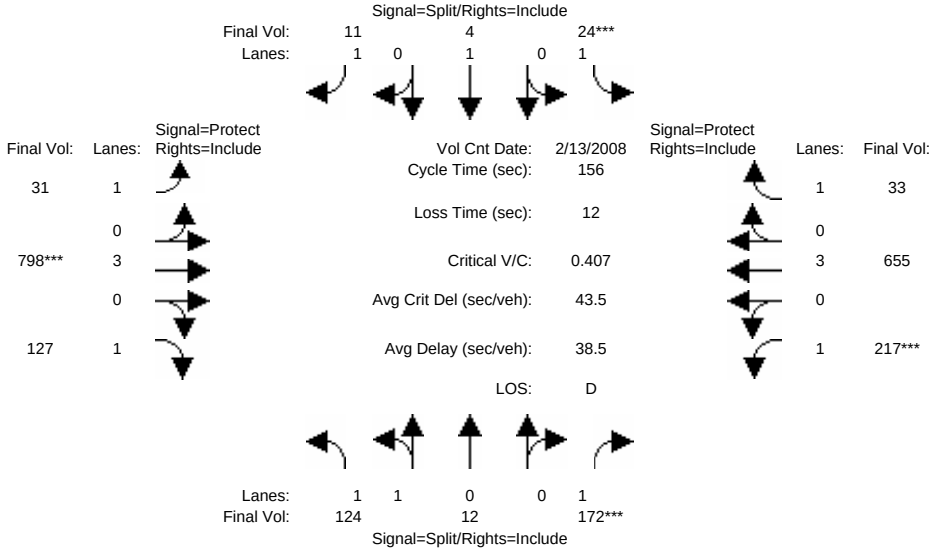
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Feb 2008 << 4:00-5:00PM												
Base Vol:	124	12	170	24	4	11	31	788	127	213	639	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	12	170	24	4	11	31	788	127	213	639	33
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:	124	12	170	24	4	11	31	788	127	213	639	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	12	170	24	4	11	31	788	127	213	639	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	12	170	24	4	11	31	788	127	213	639	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	12	170	24	4	11	31	788	127	213	639	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.83	0.17	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3237	313	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.10	0.01	0.00	0.01	0.02	0.14	0.07	0.12	0.11	0.02
Crit Moves:			****	****				****		****		
Green Time:	36.5	36.5	36.5	10.0	10.0	10.0	27.9	51.9	51.9	45.7	69.7	69.7
Volume/Cap:	0.16	0.16	0.42	0.21	0.03	0.10	0.10	0.42	0.22	0.42	0.25	0.04
Delay/Veh:	47.7	47.7	51.4	70.2	68.6	69.1	53.7	40.5	37.7	45.0	27.0	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	47.7	51.4	70.2	68.6	69.1	53.7	40.5	37.7	45.0	27.0	24.4
LOS by Move:	D	D	D	E	E	E	D	D	D	D	C	C
HCM2kAvgQ:	3	3	7	1	0	1	1	9	4	9	6	1

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

Martial Cottle Park

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

Intersection #3314: BLOSSOM HILL/CAHALAN



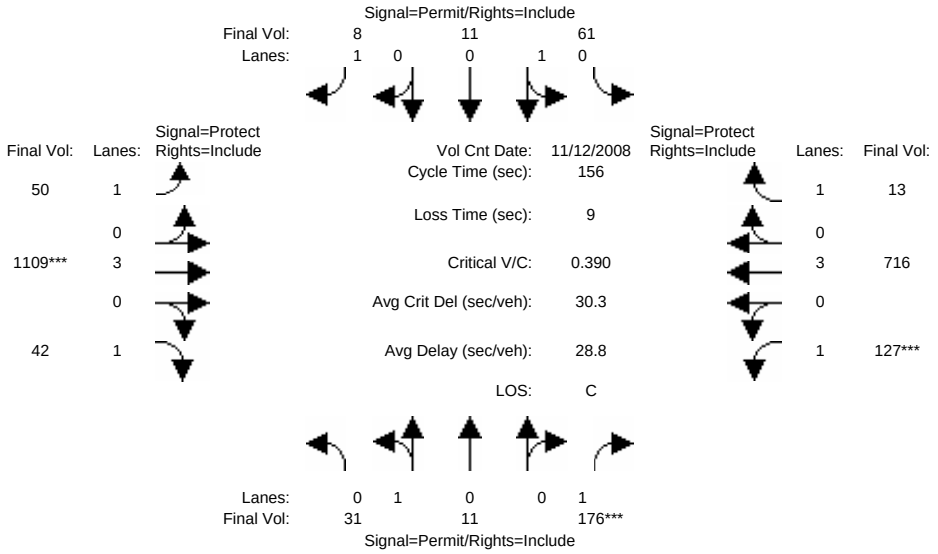
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Feb 2008 << 4:00-5:00PM												
Base Vol:	124	12	170	24	4	11	31	788	127	213	639	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	12	170	24	4	11	31	788	127	213	639	33
Added Vol:	0	0	2	0	0	0	0	10	0	4	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	12	172	24	4	11	31	798	127	217	655	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	12	172	24	4	11	31	798	127	217	655	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	12	172	24	4	11	31	798	127	217	655	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	12	172	24	4	11	31	798	127	217	655	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.83	0.17	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3237	313	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.10	0.01	0.00	0.01	0.02	0.14	0.07	0.12	0.11	0.02
Crit Moves:			****	****				****		****		
Green Time:	36.4	36.4	36.4	10.0	10.0	10.0	27.4	51.8	51.8	45.9	70.2	70.2
Volume/Cap:	0.16	0.16	0.42	0.21	0.03	0.10	0.10	0.42	0.22	0.42	0.26	0.04
Delay/Veh:	47.8	47.8	51.6	70.2	68.6	69.1	54.1	40.6	37.7	44.9	26.7	24.1
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:	47.8	47.8	51.6	70.2	68.6	69.1	54.1	40.6	37.7	44.9	26.7	24.1
LOS by Move:	D	D	D	E	E	E	D	D	D	D	C	C
HCM2kAvgQ:	3	3	8	1	0	1	1	9	4	9	6	1

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

Martial Cottle Park

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

Intersection #3316: BLOSSOM HILL/CHESBRO



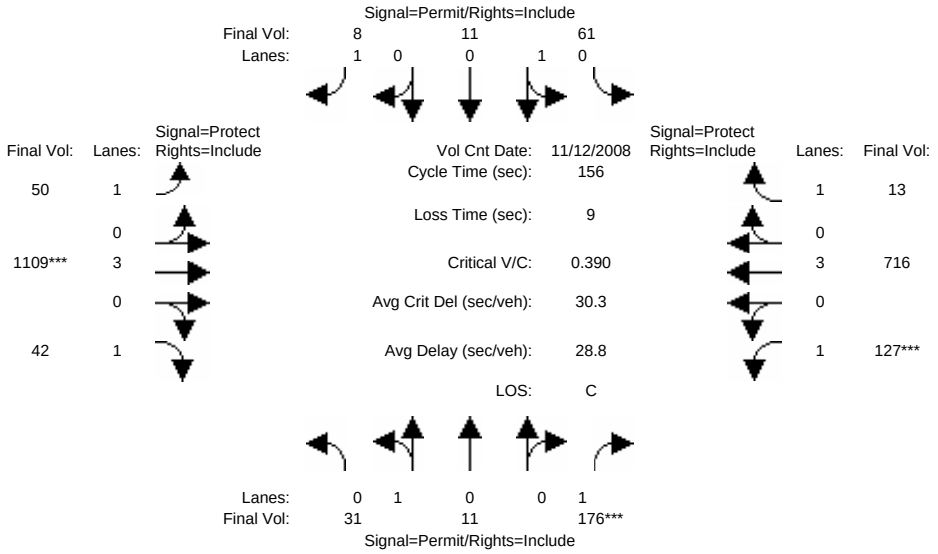
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 4:43-5:30PM												
Base Vol:	31	11	176	61	11	8	50	1109	42	127	716	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	11	176	61	11	8	50	1109	42	127	716	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	11	176	61	11	8	50	1109	42	127	716	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	11	176	61	11	8	50	1109	42	127	716	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	11	176	61	11	8	50	1109	42	127	716	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	11	176	61	11	8	50	1109	42	127	716	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.74	0.26	1.00	0.85	0.15	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1329	471	1750	1525	275	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.10	0.04	0.04	0.00	0.03	0.19	0.02	0.07	0.13	0.01
Crit Moves:			****					****		****		
Green Time:	40.2	40.2	40.2	40.2	40.2	40.2	28.1	77.8	77.8	29.0	78.7	78.7
Volume/Cap:	0.09	0.09	0.39	0.16	0.16	0.02	0.16	0.39	0.05	0.39	0.25	0.01
Delay/Veh:	44.1	44.1	48.3	44.9	44.9	43.2	54.2	24.4	20.1	56.5	22.0	19.3
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:	44.1	44.1	48.3	44.9	44.9	43.2	54.2	24.4	20.1	56.5	22.0	19.3
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	B
HCM2kAvgQ:	2	2	7	3	3	0	2	11	1	6	6	0

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

Martial Cottle Park

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

Intersection #3316: BLOSSOM HILL/CHESBRO



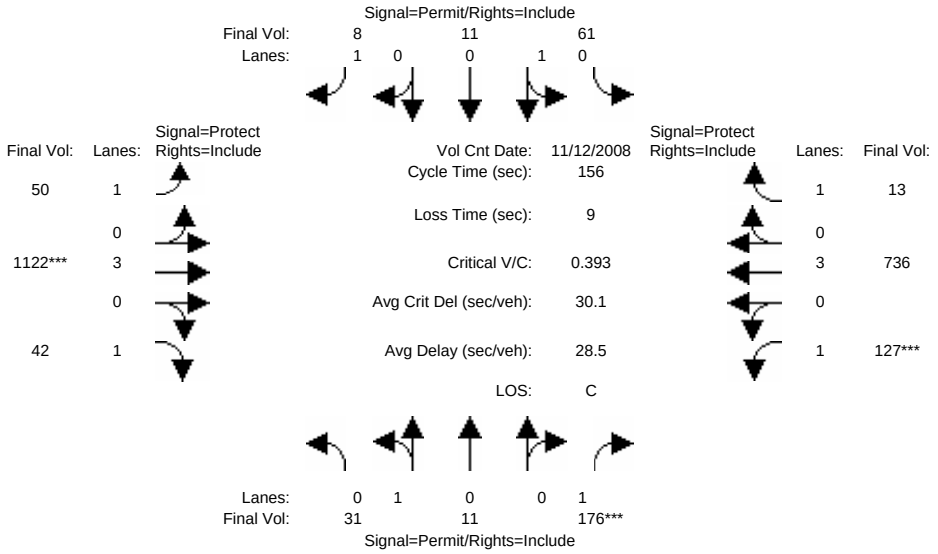
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Volume Module: >> Count Date: 12 Nov 2008 << 4:43-5:30PM																
Base Vol:	31	11	176		61	11	8		50	1109	42		127	716	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	31	11	176		61	11	8		50	1109	42		127	716	13	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	31	11	176		61	11	8		50	1109	42		127	716	13	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	31	11	176		61	11	8		50	1109	42		127	716	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	31	11	176		61	11	8		50	1109	42		127	716	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	31	11	176		61	11	8		50	1109	42		127	716	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.95	0.95	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.74	0.26	1.00		0.85	0.15	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1329	471	1750		1525	275	1750		1750	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.10		0.04	0.04	0.00		0.03	0.19	0.02		0.07	0.13	0.01	
Crit Moves:			****							****			****			
Green Time:	40.2	40.2	40.2		40.2	40.2	40.2		28.1	77.8	77.8		29.0	78.7	78.7	
Volume/Cap:	0.09	0.09	0.39		0.16	0.16	0.02		0.16	0.39	0.05		0.39	0.25	0.01	
Delay/Veh:	44.1	44.1	48.3		44.9	44.9	43.2		54.2	24.4	20.1		56.5	22.0	19.3	
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:	44.1	44.1	48.3		44.9	44.9	43.2		54.2	24.4	20.1		56.5	22.0	19.3	
LOS by Move:	D	D	D		D	D	D		D	C	C		E	C	B	
HCM2kAvgQ:	2	2	7		3	3	0		2	11	1		6	6	0	

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

Martial Cottle Park

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

Intersection #3316: BLOSSOM HILL/CHESBRO



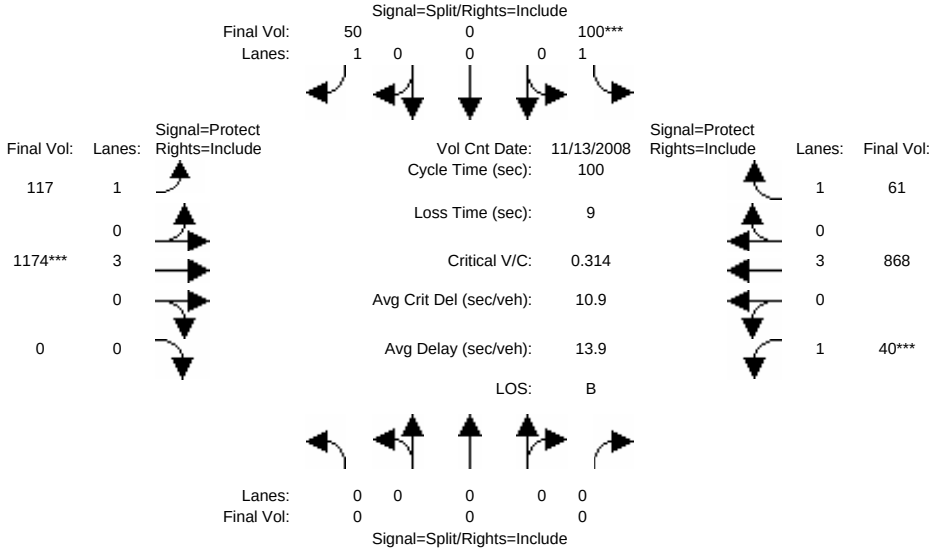
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 12 Nov 2008 << 4:43-5:30PM												
Base Vol:	31	11	176	61	11	8	50	1109	42	127	716	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	11	176	61	11	8	50	1109	42	127	716	13
Added Vol:	0	0	0	0	0	0	0	13	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	11	176	61	11	8	50	1122	42	127	736	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	11	176	61	11	8	50	1122	42	127	736	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	11	176	61	11	8	50	1122	42	127	736	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	11	176	61	11	8	50	1122	42	127	736	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.74	0.26	1.00	0.85	0.15	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1329	471	1750	1525	275	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.10	0.04	0.04	0.00	0.03	0.20	0.02	0.07	0.13	0.01
Crit Moves:			****					****		****		
Green Time:	40.0	40.0	40.0	40.0	40.0	40.0	27.6	78.2	78.2	28.8	79.4	79.4
Volume/Cap:	0.09	0.09	0.39	0.16	0.16	0.02	0.16	0.39	0.05	0.39	0.25	0.01
Delay/Veh:	44.3	44.3	48.6	45.1	45.1	43.4	54.6	24.2	19.9	56.7	21.6	18.9
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:	44.3	44.3	48.6	45.1	45.1	43.4	54.6	24.2	19.9	56.7	21.6	18.9
LOS by Move:	D	D	D	D	D	D	D	C	B	E	C	B
HCM2kAvgQ:	2	2	7	3	3	0	2	11	1	6	6	0

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

Martial Cottle Park

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

Intersection #3318: BLOSSOM HILL/EAGLES



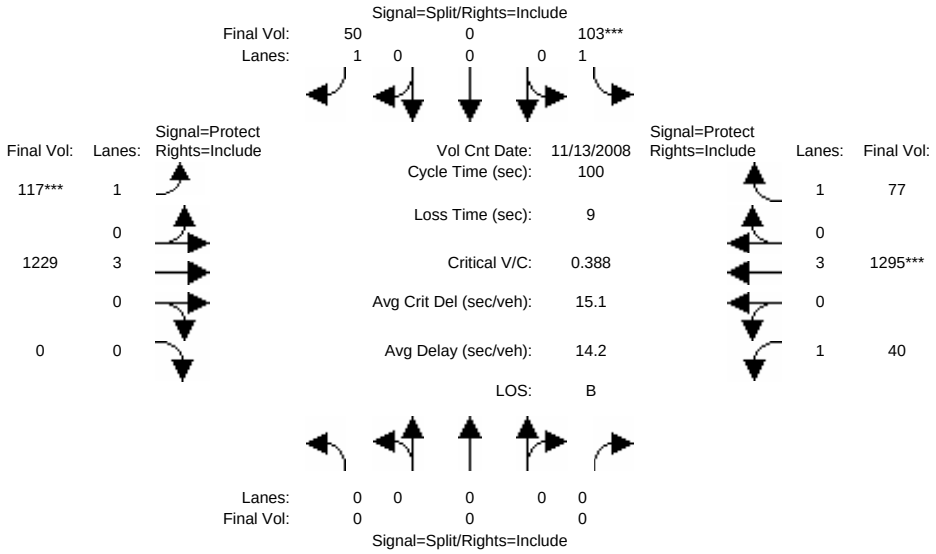
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 <<												
Base Vol:	0	0	0	100	0	50	117	1174	0	40	868	61
Growth Adj:	1.00	1.00	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	100	0	50	117	1174	0	40	868	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	100	0	50	117	1174	0	40	868	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	100	0	50	117	1174	0	40	868	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	0	50	117	1174	0	40	868	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	100	0	50	117	1174	0	40	868	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.03	0.07	0.21	0.00	0.02	0.15	0.03
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	18.2	0.0	18.2	22.9	65.5	0.0	7.3	49.9	49.9
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.16	0.29	0.31	0.00	0.31	0.31	0.07
Delay/Veh:	0.0	0.0	0.0	36.1	0.0	34.7	32.2	7.5	0.0	45.4	14.9	13.0
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	36.1	0.0	34.7	32.2	7.5	0.0	45.4	14.9	13.0
LOS by Move:	A	A	A	D	A	C	C	A	A	D	B	B
HCM2kAvgQ:	0	0	0	3	0	1	3	5	0	1	5	1

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

Martial Cottle Park

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

Intersection #3318: BLOSSOM HILL/EAGLES



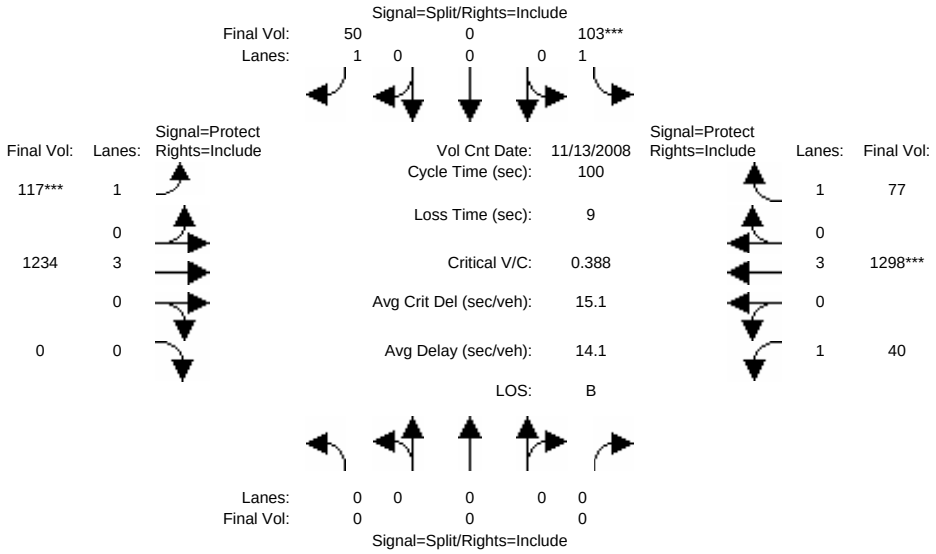
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 <<												
Base Vol:	0	0	0	100	0	50	117	1174	0	40	868	61
Growth Adj:	1.00	1.00	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	100	0	50	117	1174	0	40	868	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	3	0	0	0	55	0	0	427	16
Initial Fut:	0	0	0	103	0	50	117	1229	0	40	1295	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	103	0	50	117	1229	0	40	1295	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	103	0	50	117	1229	0	40	1295	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	103	0	50	117	1229	0	40	1295	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.03	0.07	0.22	0.00	0.02	0.23	0.04
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	15.2	0.0	15.2	17.2	57.2	0.0	18.6	58.6	58.6
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.19	0.39	0.38	0.00	0.12	0.39	0.08
Delay/Veh:	0.0	0.0	0.0	39.2	0.0	37.4	37.5	11.7	0.0	34.1	11.2	9.0
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	39.2	0.0	37.4	37.5	11.7	0.0	34.1	11.2	9.0
LOS by Move:	A	A	A	D	A	D	D	B	A	C	B	A
HCM2kAvgQ:	0	0	0	3	0	2	3	7	0	1	7	1

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

Martial Cottle Park

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

Intersection #3318: BLOSSOM HILL/EAGLES



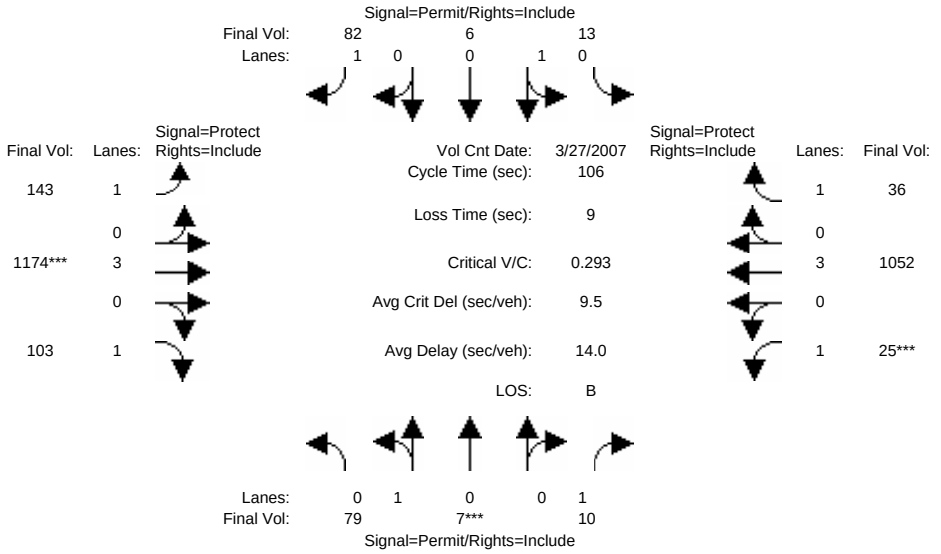
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 <<												
Base Vol:	0	0	0	100	0	50	117	1174	0	40	868	61
Growth Adj:	1.00	1.00	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	100	0	50	117	1174	0	40	868	61
Added Vol:	0	0	0	0	0	0	0	5	0	0	3	0
PasserByVol:	0	0	0	3	0	0	0	55	0	0	427	16
Initial Fut:	0	0	0	103	0	50	117	1234	0	40	1298	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	103	0	50	117	1234	0	40	1298	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	103	0	50	117	1234	0	40	1298	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	103	0	50	117	1234	0	40	1298	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.03	0.07	0.22	0.00	0.02	0.23	0.04
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	15.2	0.0	15.2	17.2	57.3	0.0	18.5	58.6	58.6
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.19	0.39	0.38	0.00	0.12	0.39	0.08
Delay/Veh:	0.0	0.0	0.0	39.2	0.0	37.4	37.6	11.7	0.0	34.1	11.2	9.0
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	39.2	0.0	37.4	37.6	11.7	0.0	34.1	11.2	9.0
LOS by Move:	A	A	A	D	A	D	D	B	A	C	B	A
HCM2kAvgQ:	0	0	0	3	0	2	3	7	0	1	7	1

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

Martial Cottle Park

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

Intersection #3322: BLOSSOM HILL/JUDITH



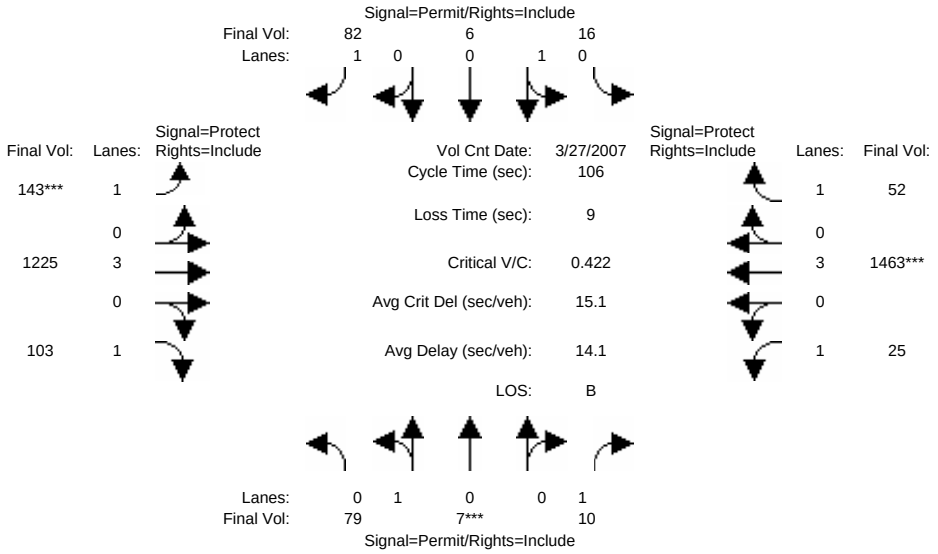
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 27 Mar 2007 << 4:45-5:45PM												
Base Vol:	79	7	10	13	6	82	143	1174	103	25	1052	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	7	10	13	6	82	143	1174	103	25	1052	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	7	10	13	6	82	143	1174	103	25	1052	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	7	10	13	6	82	143	1174	103	25	1052	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	7	10	13	6	82	143	1174	103	25	1052	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	7	10	13	6	82	143	1174	103	25	1052	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.92	0.08	1.00	0.68	0.32	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1653	147	1750	1232	568	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.01	0.01	0.05	0.08	0.21	0.06	0.01	0.18	0.02
Crit Moves:		****						****		****		
Green Time:	16.9	16.9	16.9	16.9	16.9	16.9	24.6	73.1	73.1	7.0	55.5	55.5
Volume/Cap:	0.30	0.30	0.04	0.07	0.07	0.29	0.35	0.30	0.09	0.22	0.35	0.04
Delay/Veh:	39.9	39.9	37.7	37.9	37.9	39.8	34.6	6.5	5.5	47.8	14.8	12.3
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:	39.9	39.9	37.7	37.9	37.9	39.8	34.6	6.5	5.5	47.8	14.8	12.3
LOS by Move:	D	D	D	D	D	D	C	A	A	D	B	B
HCM2kAvgQ:	3	3	0	1	1	3	4	5	1	1	6	1

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

Martial Cottle Park

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

Intersection #3322: BLOSSOM HILL/JUDITH



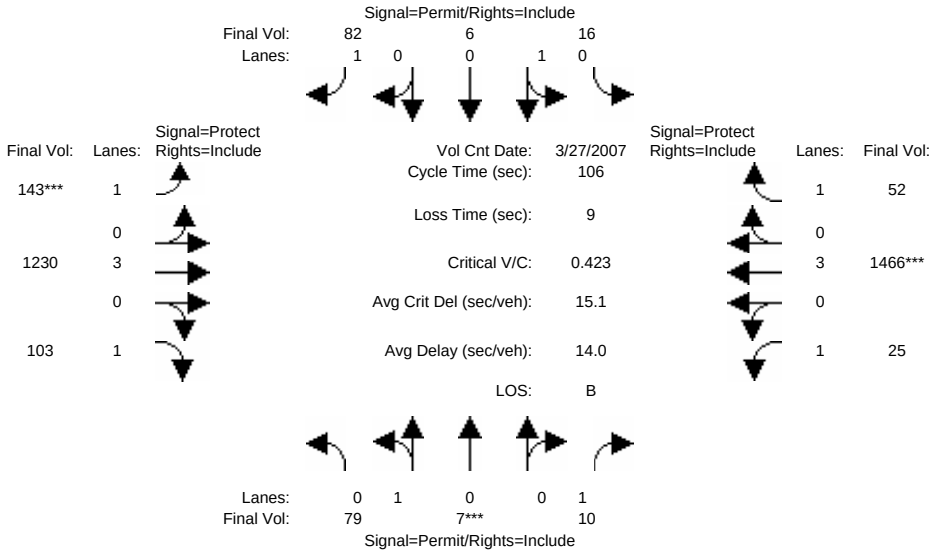
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 27 Mar 2007 << 4:45-5:45PM												
Base Vol:	79	7	10	13	6	82	143	1174	103	25	1052	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	7	10	13	6	82	143	1174	103	25	1052	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	3	0	0	0	51	0	0	411	16
Initial Fut:	79	7	10	16	6	82	143	1225	103	25	1463	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	7	10	16	6	82	143	1225	103	25	1463	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	7	10	16	6	82	143	1225	103	25	1463	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	79	7	10	16	6	82	143	1225	103	25	1463	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.92	0.08	1.00	0.73	0.27	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1653	147	1750	1309	491	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.01	0.01	0.05	0.08	0.21	0.06	0.01	0.26	0.03
Crit Moves:		****					****				****	
Green Time:	12.0	12.0	12.0	12.0	12.0	12.0	20.5	65.0	65.0	20.0	64.5	64.5
Volume/Cap:	0.42	0.42	0.05	0.11	0.11	0.41	0.42	0.35	0.10	0.08	0.42	0.05
Delay/Veh:	45.2	45.2	42.0	42.4	42.4	45.1	38.4	10.2	8.5	35.5	11.0	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	45.2	42.0	42.4	42.4	45.1	38.4	10.2	8.5	35.5	11.0	8.4
LOS by Move:	D	D	D	D	D	D	D	B	A	D	B	A
HCM2kAvgQ:	3	3	0	1	1	3	4	6	1	1	8	1

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

Martial Cottle Park

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

Intersection #3322: BLOSSOM HILL/JUDITH



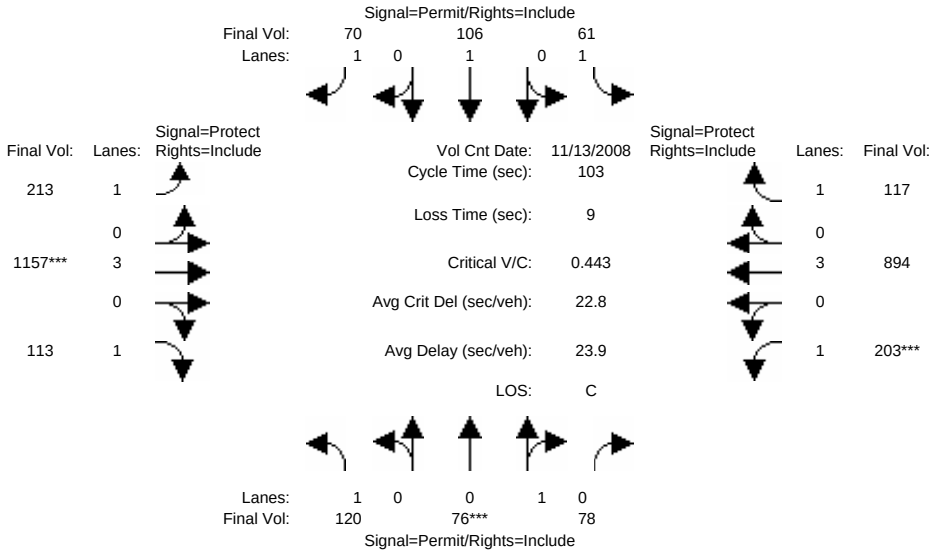
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 27 Mar 2007 << 4:45-5:45PM												
Base Vol:	79	7	10	13	6	82	143	1174	103	25	1052	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	7	10	13	6	82	143	1174	103	25	1052	36
Added Vol:	0	0	0	0	0	0	0	5	0	0	3	0
PasserByVol:	0	0	0	3	0	0	0	51	0	0	411	16
Initial Fut:	79	7	10	16	6	82	143	1230	103	25	1466	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	7	10	16	6	82	143	1230	103	25	1466	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	7	10	16	6	82	143	1230	103	25	1466	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	79	7	10	16	6	82	143	1230	103	25	1466	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.92	0.08	1.00	0.73	0.27	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1653	147	1750	1309	491	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.01	0.01	0.05	0.08	0.22	0.06	0.01	0.26	0.03
Crit Moves:		****					****				****	
Green Time:	12.0	12.0	12.0	12.0	12.0	12.0	20.5	65.1	65.1	19.9	64.5	64.5
Volume/Cap:	0.42	0.42	0.05	0.11	0.11	0.41	0.42	0.35	0.10	0.08	0.42	0.05
Delay/Veh:	45.2	45.2	42.0	42.4	42.4	45.2	38.4	10.1	8.4	35.6	11.0	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	45.2	42.0	42.4	42.4	45.2	38.4	10.1	8.4	35.6	11.0	8.4
LOS by Move:	D	D	D	D	D	D	D	B	A	D	B	A
HCM2kAvgQ:	3	3	0	1	1	3	4	6	1	1	8	1

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

Martial Cottle Park

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

Intersection #3324: BLOSSOM HILL/LEAN



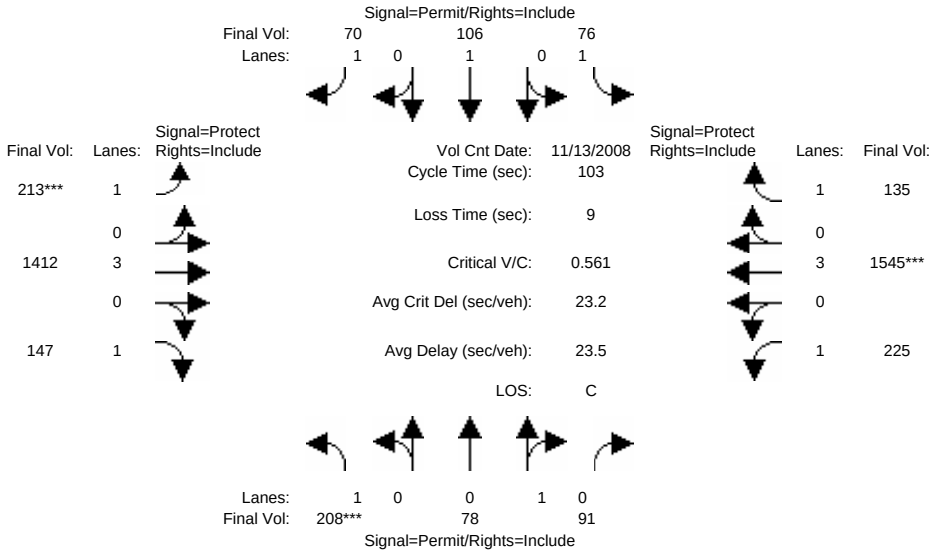
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 5:00-6:00PM												
Base Vol:	120	76	78	61	106	70	213	1157	113	203	894	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	76	78	61	106	70	213	1157	113	203	894	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	76	78	61	106	70	213	1157	113	203	894	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	76	78	61	106	70	213	1157	113	203	894	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	76	78	61	106	70	213	1157	113	203	894	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	120	76	78	61	106	70	213	1157	113	203	894	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.49	0.51	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	888	912	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.03	0.06	0.04	0.12	0.20	0.06	0.12	0.16	0.07
Crit Moves:		****						****		****		
Green Time:	19.9	19.9	19.9	19.9	19.9	19.9	32.4	47.2	47.2	27.0	41.7	41.7
Volume/Cap:	0.36	0.44	0.44	0.18	0.29	0.21	0.39	0.44	0.14	0.44	0.39	0.17
Delay/Veh:	36.7	37.6	37.6	35.0	36.0	35.2	28.0	19.1	16.3	32.4	21.7	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	37.6	37.6	35.0	36.0	35.2	28.0	19.1	16.3	32.4	21.7	19.6
LOS by Move:	D	D	D	D	D	D	C	B	B	C	C	B
HCM2kAvgQ:	4	5	5	2	3	2	5	8	2	6	6	2

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

Martial Cottle Park

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

Intersection #3324: BLOSSOM HILL/LEAN



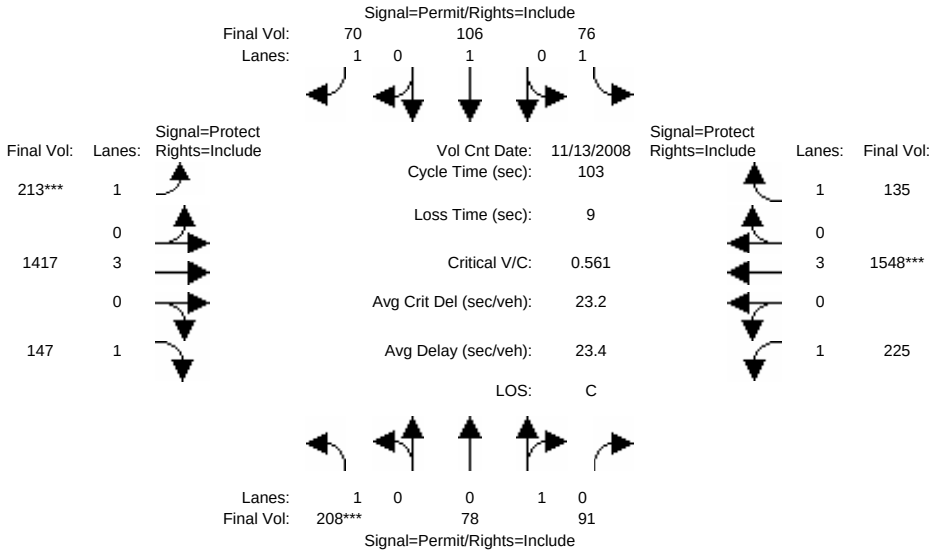
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 5:00-6:00PM												
Base Vol:	120	76	78	61	106	70	213	1157	113	203	894	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	76	78	61	106	70	213	1157	113	203	894	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	88	2	13	15	0	0	0	255	34	22	651	18
Initial Fut:	208	78	91	76	106	70	213	1412	147	225	1545	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	78	91	76	106	70	213	1412	147	225	1545	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	78	91	76	106	70	213	1412	147	225	1545	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	78	91	76	106	70	213	1412	147	225	1545	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.46	0.54	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	831	969	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.04	0.06	0.04	0.12	0.25	0.08	0.13	0.27	0.08
Crit Moves:	****						****				****	
Green Time:	21.8	21.8	21.8	21.8	21.8	21.8	22.4	47.5	47.5	24.7	49.8	49.8
Volume/Cap:	0.56	0.44	0.44	0.20	0.26	0.19	0.56	0.54	0.18	0.54	0.56	0.16
Delay/Veh:	38.2	36.1	36.1	33.7	34.2	33.6	37.8	20.1	16.4	35.6	19.1	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	36.1	36.1	33.7	34.2	33.6	37.8	20.1	16.4	35.6	19.1	15.0
LOS by Move:	D	D	D	C	C	C	D	C	B	D	B	B
HCM2kAvgQ:	7	5	5	2	3	2	6	10	3	7	11	2

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

Martial Cottle Park

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

Intersection #3324: BLOSSOM HILL/LEAN



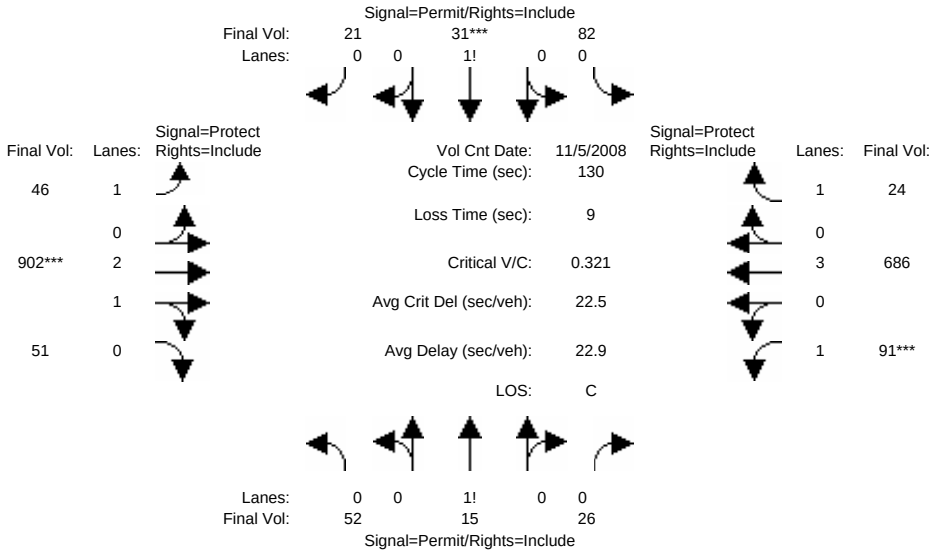
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 5:00-6:00PM												
Base Vol:	120	76	78	61	106	70	213	1157	113	203	894	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	76	78	61	106	70	213	1157	113	203	894	117
Added Vol:	0	0	0	0	0	0	0	5	0	0	3	0
PasserByVol:	88	2	13	15	0	0	0	255	34	22	651	18
Initial Fut:	208	78	91	76	106	70	213	1417	147	225	1548	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	78	91	76	106	70	213	1417	147	225	1548	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	78	91	76	106	70	213	1417	147	225	1548	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	78	91	76	106	70	213	1417	147	225	1548	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.46	0.54	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	831	969	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.04	0.06	0.04	0.12	0.25	0.08	0.13	0.27	0.08
Crit Moves:	****						****				****	
Green Time:	21.8	21.8	21.8	21.8	21.8	21.8	22.3	47.6	47.6	24.6	49.8	49.8
Volume/Cap:	0.56	0.44	0.44	0.21	0.26	0.19	0.56	0.54	0.18	0.54	0.56	0.16
Delay/Veh:	38.3	36.1	36.1	33.7	34.2	33.6	37.9	20.1	16.4	35.6	19.1	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	36.1	36.1	33.7	34.2	33.6	37.9	20.1	16.4	35.6	19.1	15.0
LOS by Move:	D	D	D	C	C	C	D	C	B	D	B	B
HCM2kAvgQ:	7	5	5	2	3	2	6	10	3	7	11	2

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

Martial Cottle Park

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

Intersection #3328: BLOSSOM HILL/PLAYA DEL REY



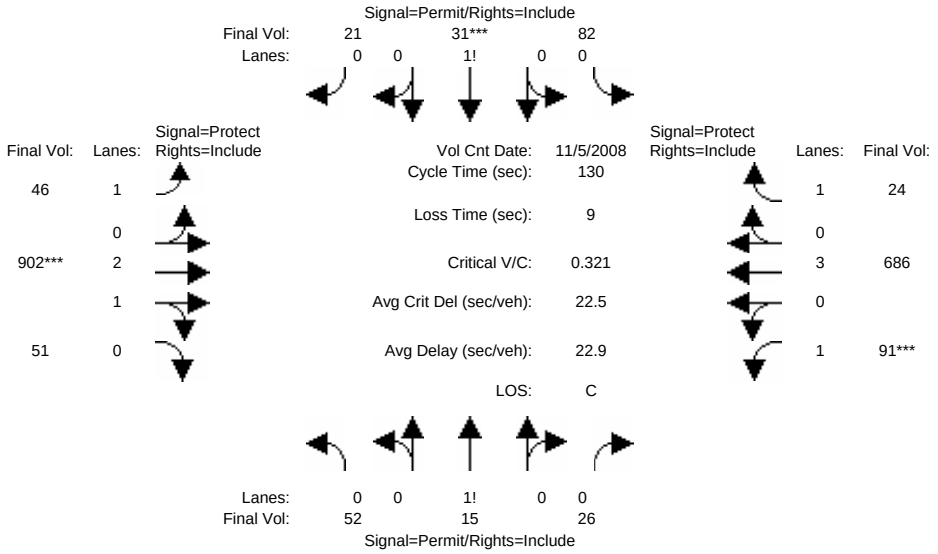
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Nov 2008 << 4:45-5:45PM												
Base Vol:	52	15	26	82	31	21	46	902	51	91	686	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	15	26	82	31	21	46	902	51	91	686	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	15	26	82	31	21	46	902	51	91	686	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	15	26	82	31	21	46	902	51	91	686	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	15	26	82	31	21	46	902	51	91	686	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	15	26	82	31	21	46	902	51	91	686	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.56	0.16	0.28	0.61	0.23	0.16	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	978	282	489	1071	405	274	1750	5300	300	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.08	0.08	0.03	0.17	0.17	0.05	0.12	0.01
Crit Moves:					****			****		****		
Green Time:	31.0	31.0	31.0	31.0	31.0	31.0	27.8	68.9	68.9	21.1	62.2	62.2
Volume/Cap:	0.22	0.22	0.22	0.32	0.32	0.32	0.12	0.32	0.32	0.32	0.25	0.03
Delay/Veh:	40.1	40.1	40.1	41.3	41.3	41.3	41.4	17.4	17.4	48.8	20.2	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	40.1	40.1	41.3	41.3	41.3	41.4	17.4	17.4	48.8	20.2	18.0
LOS by Move:	D	D	D	D	D	D	D	B	B	D	C	B
HCM2kAvgQ:	3	3	3	5	5	5	2	7	7	3	5	1

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

Martial Cottle Park

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

Intersection #3328: BLOSSOM HILL/PLAYA DEL REY



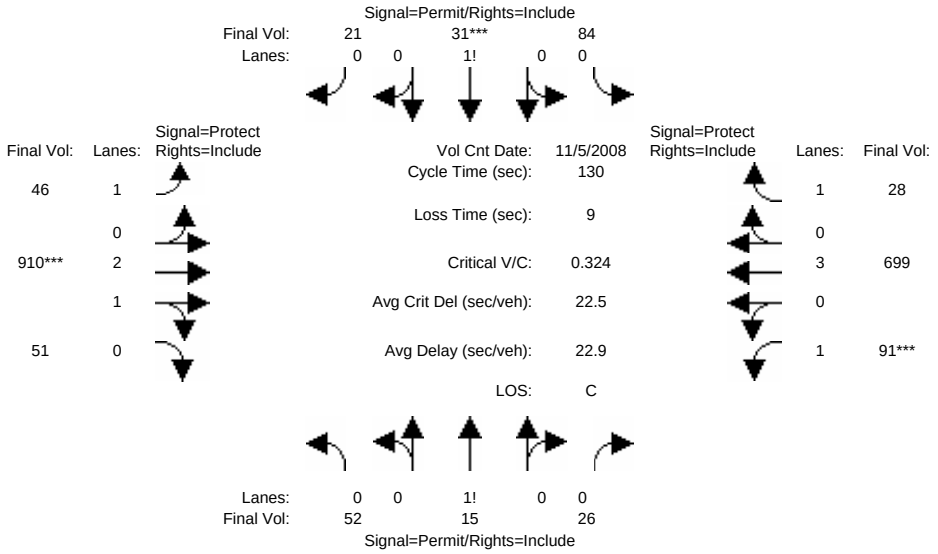
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Nov 2008 << 4:45-5:45PM												
Base Vol:	52	15	26	82	31	21	46	902	51	91	686	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	15	26	82	31	21	46	902	51	91	686	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	15	26	82	31	21	46	902	51	91	686	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	15	26	82	31	21	46	902	51	91	686	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	15	26	82	31	21	46	902	51	91	686	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	15	26	82	31	21	46	902	51	91	686	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.56	0.16	0.28	0.61	0.23	0.16	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	978	282	489	1071	405	274	1750	5300	300	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.08	0.08	0.03	0.17	0.17	0.05	0.12	0.01
Crit Moves:					****			****		****		
Green Time:	31.0	31.0	31.0	31.0	31.0	31.0	27.8	68.9	68.9	21.1	62.2	62.2
Volume/Cap:	0.22	0.22	0.22	0.32	0.32	0.32	0.12	0.32	0.32	0.32	0.25	0.03
Delay/Veh:	40.1	40.1	40.1	41.3	41.3	41.3	41.4	17.4	17.4	48.8	20.2	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	40.1	40.1	41.3	41.3	41.3	41.4	17.4	17.4	48.8	20.2	18.0
LOS by Move:	D	D	D	D	D	D	D	B	B	D	C	B
HCM2kAvgQ:	3	3	3	5	5	5	2	7	7	3	5	1

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

Martial Cottle Park

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

Intersection #3328: BLOSSOM HILL/PLAYA DEL REY



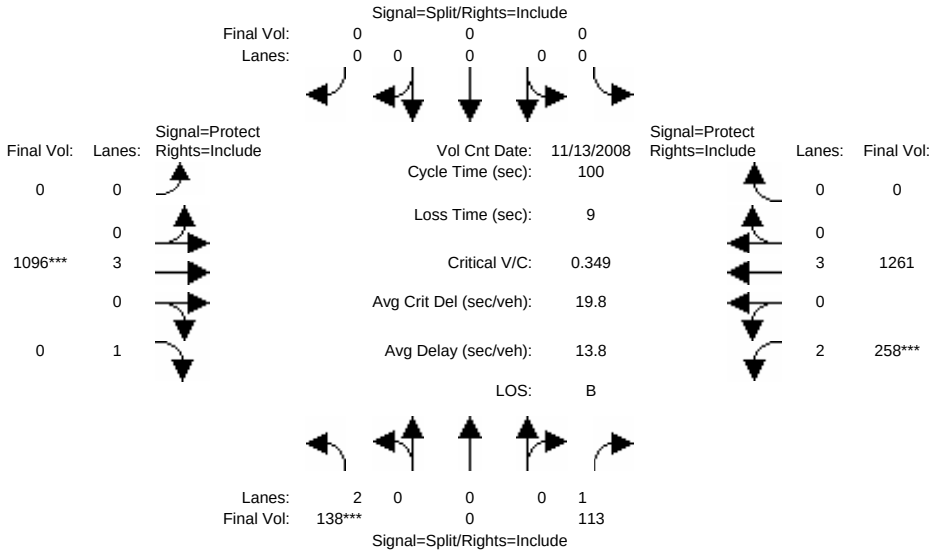
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 5 Nov 2008 << 4:45-5:45PM												
Base Vol:	52	15	26	82	31	21	46	902	51	91	686	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	15	26	82	31	21	46	902	51	91	686	24
Added Vol:	0	0	0	2	0	0	0	8	0	0	13	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	15	26	84	31	21	46	910	51	91	699	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	15	26	84	31	21	46	910	51	91	699	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	15	26	84	31	21	46	910	51	91	699	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:	52	15	26	84	31	21	46	910	51	91	699	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.56	0.16	0.28	0.62	0.23	0.15	1.00	2.83	0.17	1.00	3.00	1.00
Final Sat.:	978	282	489	1081	399	270	1750	5302	297	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.08	0.08	0.03	0.17	0.17	0.05	0.12	0.02
Crit Moves:					****			****		****		
Green Time:	31.2	31.2	31.2	31.2	31.2	31.2	27.4	68.9	68.9	20.9	62.4	62.4
Volume/Cap:	0.22	0.22	0.22	0.32	0.32	0.32	0.12	0.32	0.32	0.32	0.26	0.03
Delay/Veh:	39.9	39.9	39.9	41.2	41.2	41.2	41.7	17.4	17.4	49.0	20.1	17.9
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:	39.9	39.9	39.9	41.2	41.2	41.2	41.7	17.4	17.4	49.0	20.1	17.9
LOS by Move:	D	D	D	D	D	D	D	B	B	D	C	B
HCM2kAvgQ:	3	3	3	5	5	5	2	7	7	3	5	1

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

Martial Cottle Park

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

Intersection #3330: BLOSSOM HILL/POUGHKEEPSIE



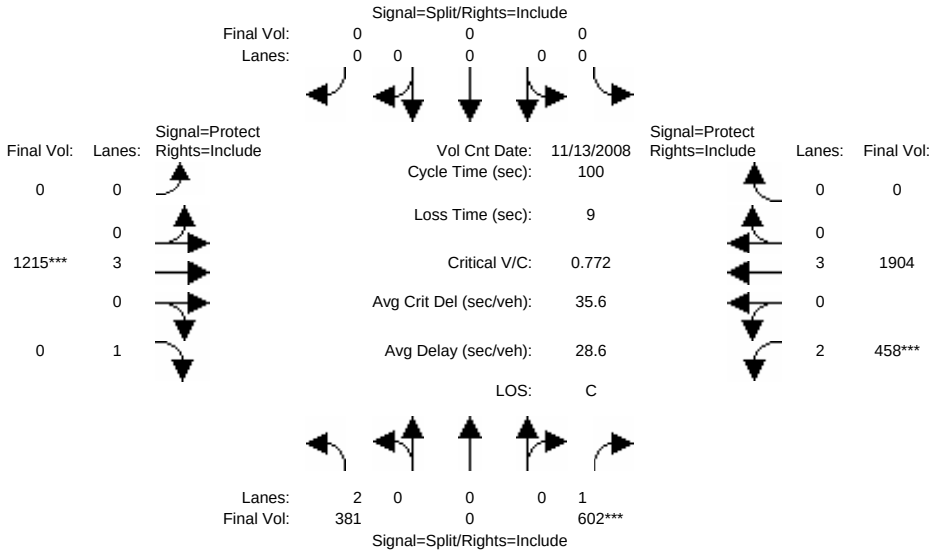
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 4:30-5:30PM												
Base Vol:	138	0	113	0	0	0	0	1096	34	258	1261	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	0	113	0	0	0	0	1096	34	258	1261	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	0	113	0	0	0	0	1096	34	258	1261	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	0	113	0	0	0	0	1096	0	258	1261	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	0	113	0	0	0	0	1096	0	258	1261	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:	138	0	113	0	0	0	0	1096	0	258	1261	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.19	0.00	0.08	0.22	0.00
Crit Moves:	****							****		****		
Green Time:	17.3	0.0	17.3	0.0	0.0	0.0	0.0	51.7	0.0	22.0	73.7	0.0
Volume/Cap:	0.25	0.00	0.37	0.00	0.00	0.00	0.00	0.37	0.00	0.37	0.30	0.00
Delay/Veh:	36.0	0.0	37.3	0.0	0.0	0.0	0.0	14.5	0.0	33.5	4.5	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:	36.0	0.0	37.3	0.0	0.0	0.0	0.0	14.5	0.0	33.5	4.5	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	C	A	A
HCM2kAvgQ:	2	0	4	0	0	0	0	6	0	4	4	0

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

Martial Cottle Park

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

Intersection #3330: BLOSSOM HILL/POUGHKEEPSIE



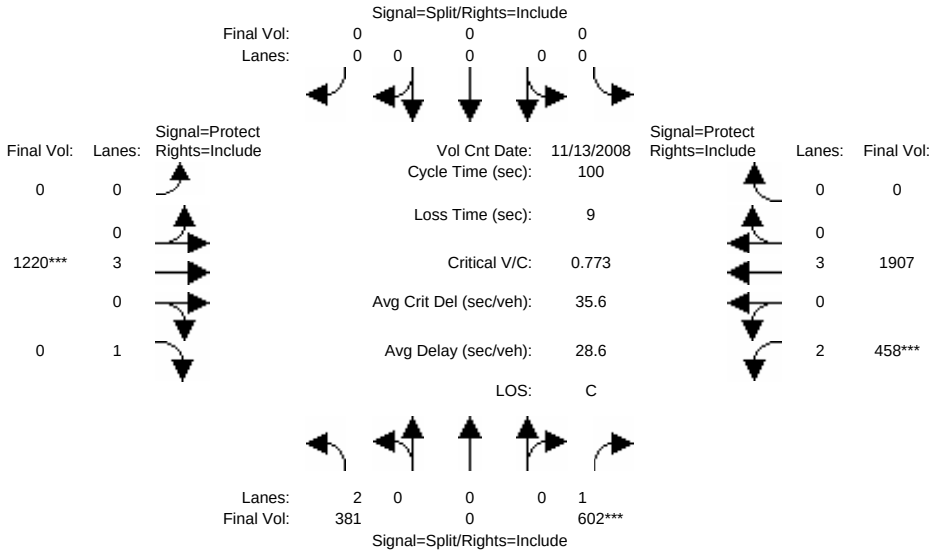
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 4:30-5:30PM												
Base Vol:	138	0	113	0	0	0	0	1096	34	258	1261	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	0	113	0	0	0	0	1096	34	258	1261	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	243	0	489	0	0	0	0	119	104	200	643	0
Initial Fut:	381	0	602	0	0	0	0	1215	138	458	1904	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	381	0	602	0	0	0	0	1215	0	458	1904	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	0	602	0	0	0	0	1215	0	458	1904	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:	381	0	602	0	0	0	0	1215	0	458	1904	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.34	0.00	0.00	0.00	0.00	0.21	0.00	0.15	0.33	0.00
Crit Moves:			****					****		****		
Green Time:	44.6	0.0	44.6	0.0	0.0	0.0	0.0	27.6	0.0	18.8	46.4	0.0
Volume/Cap:	0.27	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.00	0.77	0.72	0.00
Delay/Veh:	17.6	0.0	28.2	0.0	0.0	0.0	0.0	35.7	0.0	44.8	22.5	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:	17.6	0.0	28.2	0.0	0.0	0.0	0.0	35.7	0.0	44.8	22.5	0.0
LOS by Move:	B	A	C	A	A	A	A	D	A	D	C	A
HCM2kAvgQ:	4	0	18	0	0	0	0	11	0	8	16	0

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

Martial Cottle Park

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

Intersection #3330: BLOSSOM HILL/POUGHKEEPSIE



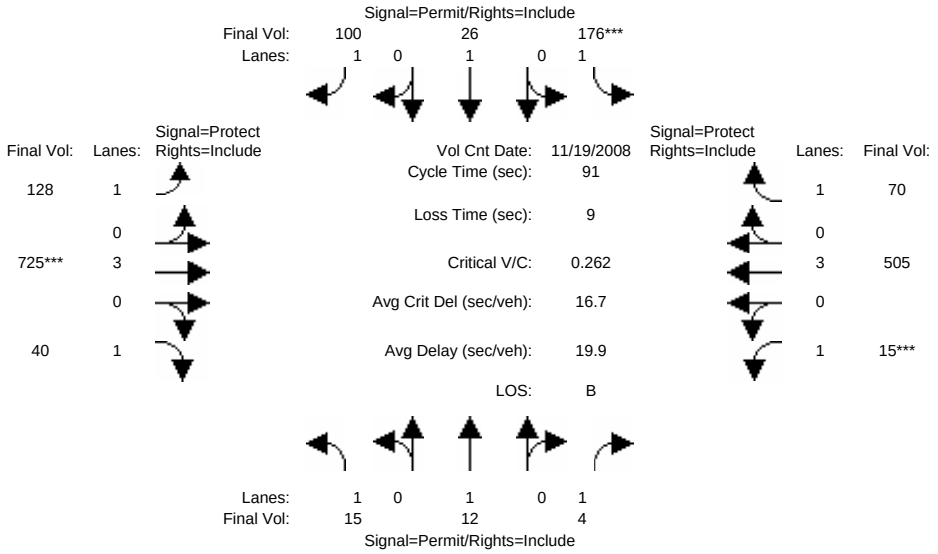
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 4:30-5:30PM												
Base Vol:	138	0	113	0	0	0	0	1096	34	258	1261	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	0	113	0	0	0	0	1096	34	258	1261	0
Added Vol:	0	0	0	0	0	0	0	5	0	0	3	0
PasserByVol:	243	0	489	0	0	0	0	119	104	200	643	0
Initial Fut:	381	0	602	0	0	0	0	1220	138	458	1907	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	381	0	602	0	0	0	0	1220	0	458	1907	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	0	602	0	0	0	0	1220	0	458	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:	381	0	602	0	0	0	0	1220	0	458	1907	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.34	0.00	0.00	0.00	0.00	0.21	0.00	0.15	0.33	0.00
Crit Moves:			****					****		****		
Green Time:	44.5	0.0	44.5	0.0	0.0	0.0	0.0	27.7	0.0	18.8	46.5	0.0
Volume/Cap:	0.27	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.00	0.77	0.72	0.00
Delay/Veh:	17.6	0.0	28.3	0.0	0.0	0.0	0.0	35.7	0.0	44.8	22.5	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:	17.6	0.0	28.3	0.0	0.0	0.0	0.0	35.7	0.0	44.8	22.5	0.0
LOS by Move:	B	A	C	A	A	A	A	D	A	D	C	A
HCM2kAvgQ:	4	0	18	0	0	0	0	12	0	8	16	0

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

Martial Cottle Park

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

Intersection #3351: BRANHAM/NARVAEZ



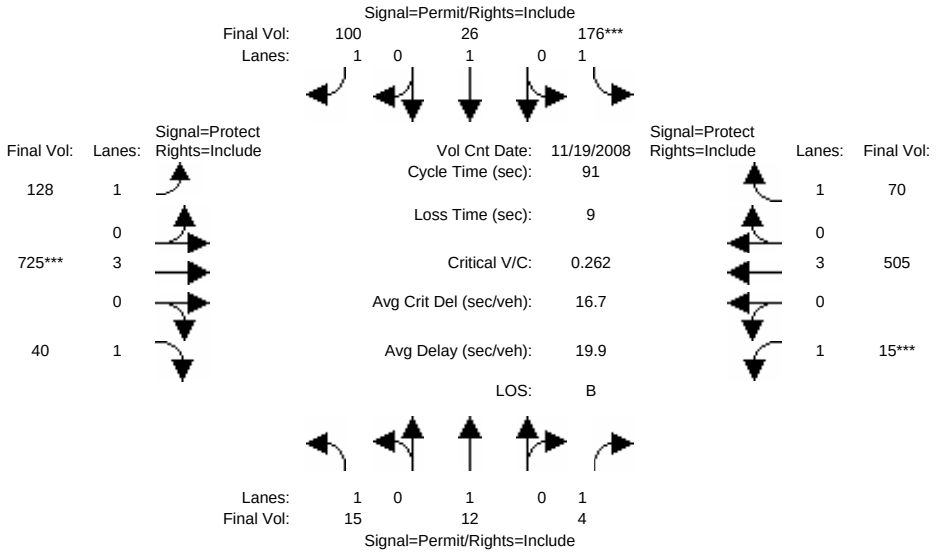
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Nov 2008 << 5:00-6:00PM												
Base Vol:	15	12	4	176	26	100	128	725	40	15	505	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:	15	12	4	176	26	100	128	725	40	15	505	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	12	4	176	26	100	128	725	40	15	505	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	12	4	176	26	100	128	725	40	15	505	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	12	4	176	26	100	128	725	40	15	505	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	12	4	176	26	100	128	725	40	15	505	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.10	0.01	0.06	0.07	0.13	0.02	0.01	0.09	0.04
Crit Moves:				****				****		****		
Green Time:	33.1	33.1	33.1	33.1	33.1	33.1	20.1	41.9	41.9	7.0	28.8	28.8
Volume/Cap:	0.02	0.02	0.01	0.28	0.04	0.16	0.33	0.28	0.05	0.11	0.28	0.13
Delay/Veh:	18.6	18.5	18.5	20.7	18.7	19.6	30.3	15.2	13.6	39.5	23.4	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	18.5	18.5	20.7	18.7	19.6	30.3	15.2	13.6	39.5	23.4	22.3
LOS by Move:	B	B	B	C	B	B	C	B	B	D	C	C
HCM2kAvgQ:	0	0	0	3	0	2	3	4	1	1	4	2

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

Martial Cottle Park

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

Intersection #3351: BRANHAM/NARVAEZ



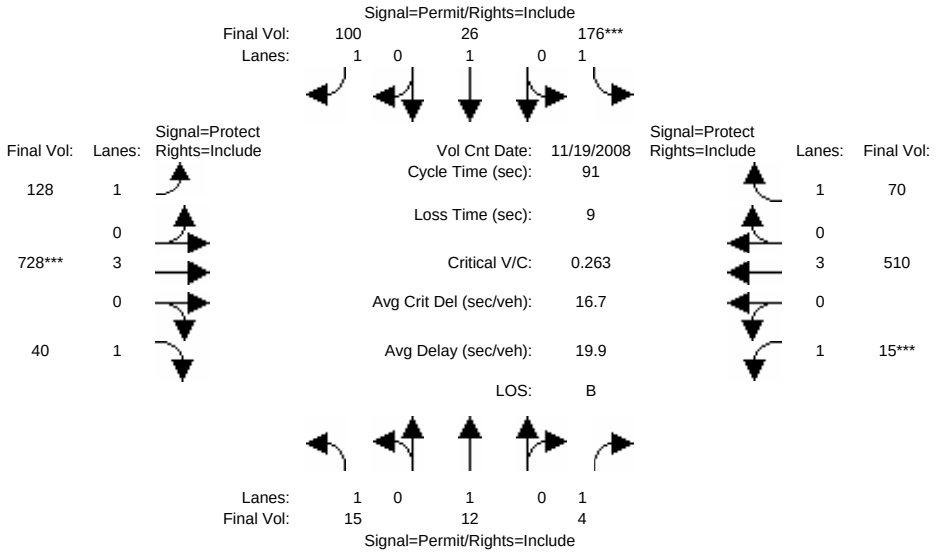
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Nov 2008 << 5:00-6:00PM												
Base Vol:	15	12	4	176	26	100	128	725	40	15	505	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:	15	12	4	176	26	100	128	725	40	15	505	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	12	4	176	26	100	128	725	40	15	505	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	12	4	176	26	100	128	725	40	15	505	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	12	4	176	26	100	128	725	40	15	505	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	12	4	176	26	100	128	725	40	15	505	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.10	0.01	0.06	0.07	0.13	0.02	0.01	0.09	0.04
Crit Moves:				****				****		****		
Green Time:	33.1	33.1	33.1	33.1	33.1	33.1	20.1	41.9	41.9	7.0	28.8	28.8
Volume/Cap:	0.02	0.02	0.01	0.28	0.04	0.16	0.33	0.28	0.05	0.11	0.28	0.13
Delay/Veh:	18.6	18.5	18.5	20.7	18.7	19.6	30.3	15.2	13.6	39.5	23.4	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	18.5	18.5	20.7	18.7	19.6	30.3	15.2	13.6	39.5	23.4	22.3
LOS by Move:	B	B	B	C	B	B	C	B	B	D	C	C
HCM2kAvgQ:	0	0	0	3	0	2	3	4	1	1	4	2

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

Martial Cottle Park

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

Intersection #3351: BRANHAM/NARVAEZ



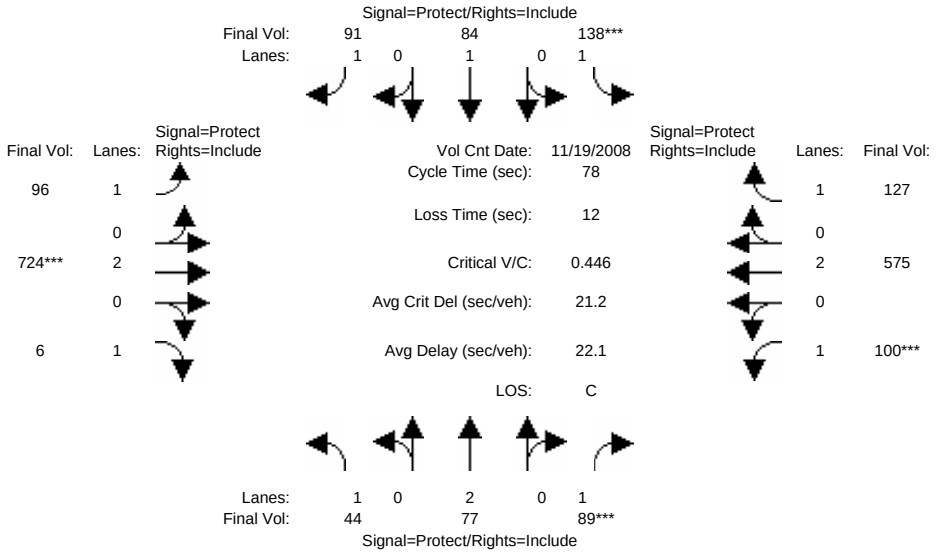
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Nov 2008 << 5:00-6:00PM												
Base Vol:	15	12	4	176	26	100	128	725	40	15	505	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:	15	12	4	176	26	100	128	725	40	15	505	70
Added Vol:	0	0	0	0	0	0	0	3	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	12	4	176	26	100	128	728	40	15	510	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	12	4	176	26	100	128	728	40	15	510	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	12	4	176	26	100	128	728	40	15	510	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	12	4	176	26	100	128	728	40	15	510	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.10	0.01	0.06	0.07	0.13	0.02	0.01	0.09	0.04
Crit Moves:				****				****		****		
Green Time:	33.0	33.0	33.0	33.0	33.0	33.0	20.2	42.0	42.0	7.0	28.8	28.8
Volume/Cap:	0.02	0.02	0.01	0.28	0.04	0.16	0.33	0.28	0.05	0.11	0.28	0.13
Delay/Veh:	18.6	18.6	18.5	20.8	18.7	19.7	30.3	15.2	13.5	39.5	23.4	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	18.6	18.5	20.8	18.7	19.7	30.3	15.2	13.5	39.5	23.4	22.2
LOS by Move:	B	B	B	C	B	B	C	B	B	D	C	C
HCM2kAvgQ:	0	0	0	3	0	2	3	4	1	1	4	2

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

Martial Cottle Park

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

Intersection #3355: BRANHAM/VISTAPARK



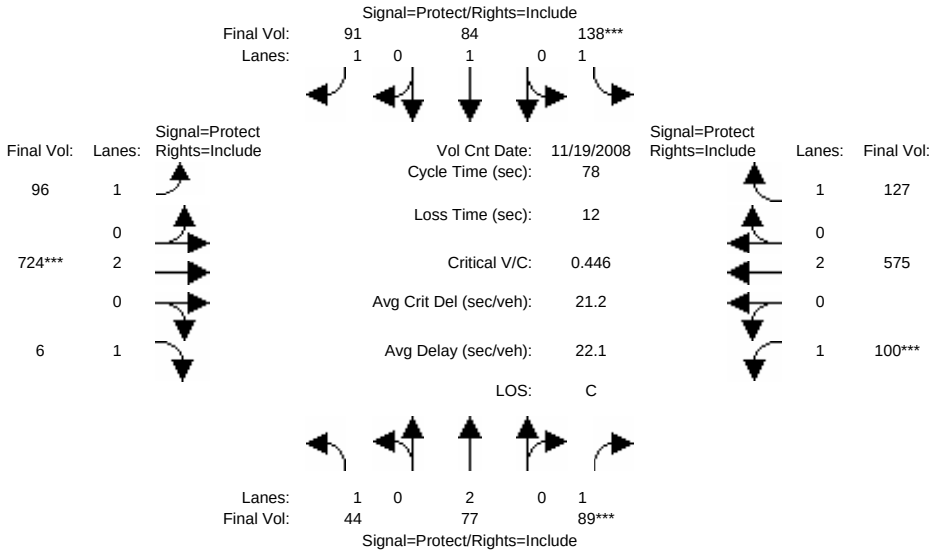
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Nov 2008 << 5:00-6:00PM												
Base Vol:	44	77	89	138	84	91	96	724	6	100	575	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	77	89	138	84	91	96	724	6	100	575	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	77	89	138	84	91	96	724	6	100	575	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	77	89	138	84	91	96	724	6	100	575	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	77	89	138	84	91	96	724	6	100	575	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	77	89	138	84	91	96	724	6	100	575	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.05	0.08	0.04	0.05	0.05	0.19	0.00	0.06	0.15	0.07
Crit Moves:			****	****				****		****		
Green Time:	9.7	10.0	10.0	13.5	13.8	13.8	15.8	32.7	32.7	9.8	26.7	26.7
Volume/Cap:	0.20	0.16	0.40	0.45	0.25	0.29	0.27	0.45	0.01	0.45	0.44	0.21
Delay/Veh:	31.1	30.4	32.4	30.0	28.0	28.4	26.6	16.5	13.2	33.1	20.1	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	30.4	32.4	30.0	28.0	28.4	26.6	16.5	13.2	33.1	20.1	18.4
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	B
HCM2kAvgQ:	1	1	3	3	2	2	2	6	0	2	5	2

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

Martial Cottle Park

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

Intersection #3355: BRANHAM/VISTAPARK



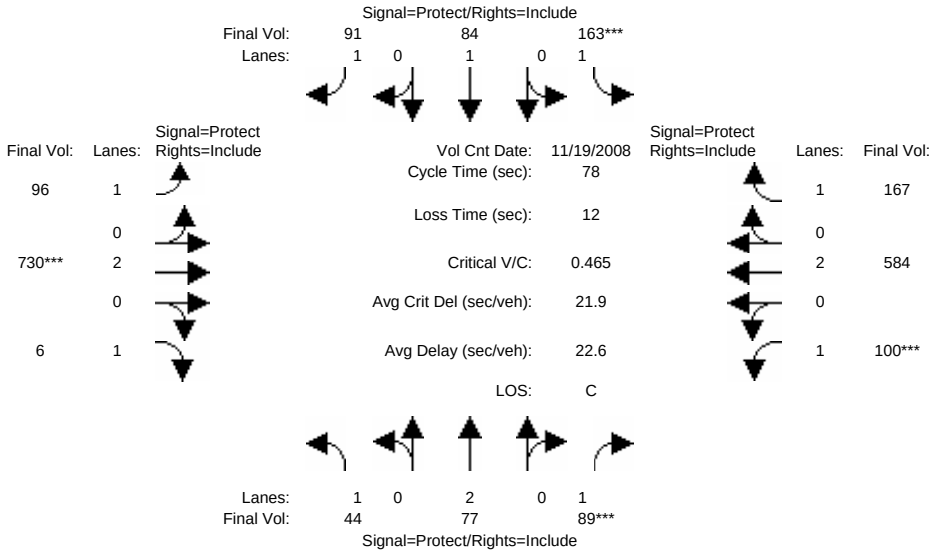
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Nov 2008 << 5:00-6:00PM												
Base Vol:	44	77	89	138	84	91	96	724	6	100	575	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	77	89	138	84	91	96	724	6	100	575	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	77	89	138	84	91	96	724	6	100	575	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	77	89	138	84	91	96	724	6	100	575	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	77	89	138	84	91	96	724	6	100	575	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	77	89	138	84	91	96	724	6	100	575	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.05	0.08	0.04	0.05	0.05	0.19	0.00	0.06	0.15	0.07
Crit Moves:			****	****				****		****		
Green Time:	9.7	10.0	10.0	13.5	13.8	13.8	15.8	32.7	32.7	9.8	26.7	26.7
Volume/Cap:	0.20	0.16	0.40	0.45	0.25	0.29	0.27	0.45	0.01	0.45	0.44	0.21
Delay/Veh:	31.1	30.4	32.4	30.0	28.0	28.4	26.6	16.5	13.2	33.1	20.1	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	30.4	32.4	30.0	28.0	28.4	26.6	16.5	13.2	33.1	20.1	18.4
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	B
HCM2kAvgQ:	1	1	3	3	2	2	2	6	0	2	5	2

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

Martial Cottle Park

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

Intersection #3355: BRANHAM/VISTAPARK



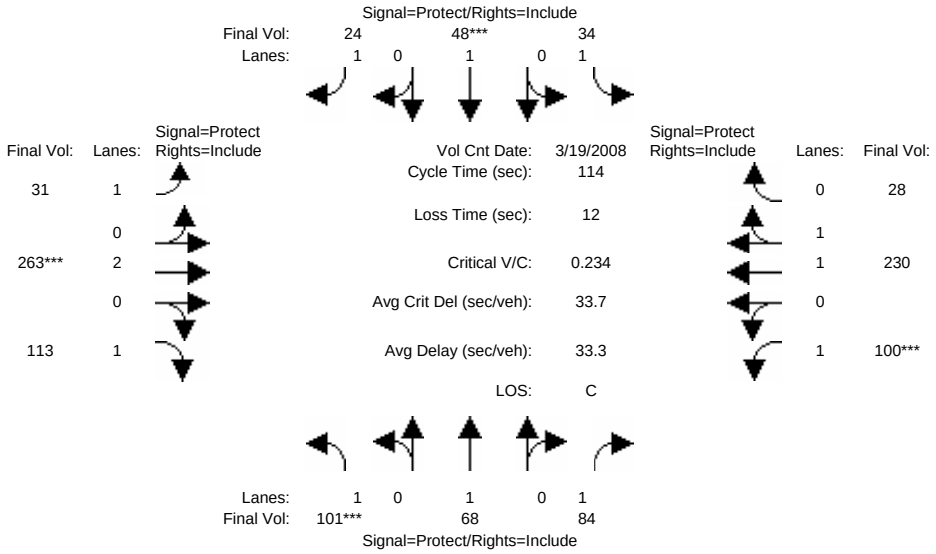
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Nov 2008 << 5:00-6:00PM												
Base Vol:	44	77	89	138	84	91	96	724	6	100	575	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	77	89	138	84	91	96	724	6	100	575	127
Added Vol:	0	0	0	25	0	0	0	6	0	0	9	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	77	89	163	84	91	96	730	6	100	584	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	77	89	163	84	91	96	730	6	100	584	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	77	89	163	84	91	96	730	6	100	584	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	77	89	163	84	91	96	730	6	100	584	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.05	0.09	0.04	0.05	0.05	0.19	0.00	0.06	0.15	0.10
Crit Moves:			****	****				****		****		
Green Time:	10.4	10.0	10.0	15.2	14.8	14.8	15.0	31.4	31.4	9.3	25.7	25.7
Volume/Cap:	0.19	0.16	0.40	0.48	0.23	0.27	0.28	0.48	0.01	0.48	0.47	0.29
Delay/Veh:	30.5	30.4	32.4	28.9	27.1	27.4	27.4	17.5	14.0	33.8	21.0	19.6
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:	30.5	30.4	32.4	28.9	27.1	27.4	27.4	17.5	14.0	33.8	21.0	19.6
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	B
HCM2kAvgQ:	1	1	3	4	2	2	2	7	0	2	5	3

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

Martial Cottle Park

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

Intersection #3401: CHYNOWETH/LEAN



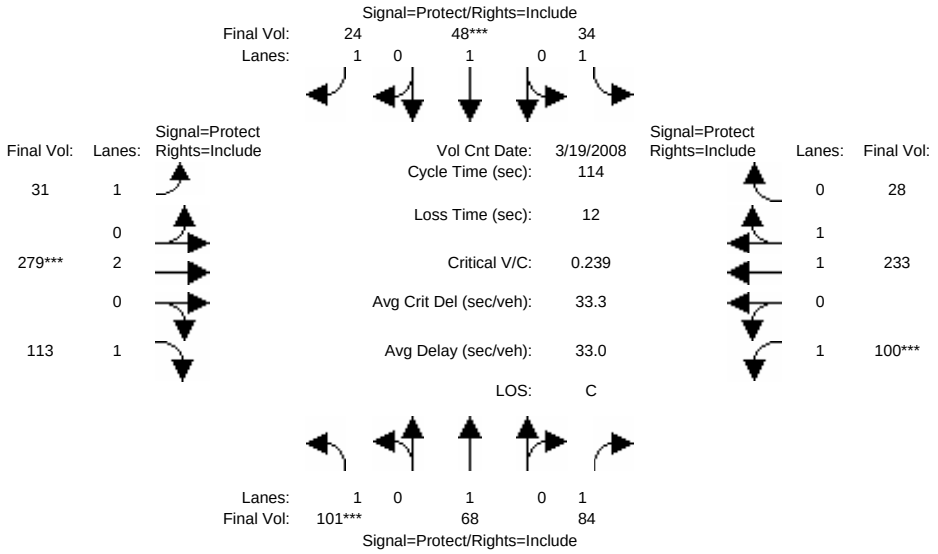
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Mar 2008 << 5:00-6:00PM												
Base Vol:	101	68	84	34	48	24	31	263	113	100	230	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	68	84	34	48	24	31	263	113	100	230	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	68	84	34	48	24	31	263	113	100	230	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	68	84	34	48	24	31	263	113	100	230	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	68	84	34	48	24	31	263	113	100	230	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:	101	68	84	34	48	24	31	263	113	100	230	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3298	402
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.05	0.02	0.03	0.01	0.02	0.07	0.06	0.06	0.07	0.07
Crit Moves:	****				****			****		****		
Green Time:	28.1	23.8	23.8	16.6	12.3	12.3	25.4	33.7	33.7	27.8	36.2	36.2
Volume/Cap:	0.23	0.17	0.23	0.13	0.23	0.13	0.08	0.23	0.22	0.23	0.22	0.22
Delay/Veh:	34.6	37.2	37.8	42.6	47.1	46.3	35.2	30.5	30.4	34.8	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	37.2	37.8	42.6	47.1	46.3	35.2	30.5	30.4	34.8	28.6	28.6
LOS by Move:	C	D	D	D	D	D	D	C	C	C	C	C
HCM2kAvgQ:	3	2	3	1	2	1	1	3	3	3	3	3

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

Martial Cottle Park

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

Intersection #3401: CHYNOWETH/LEAN



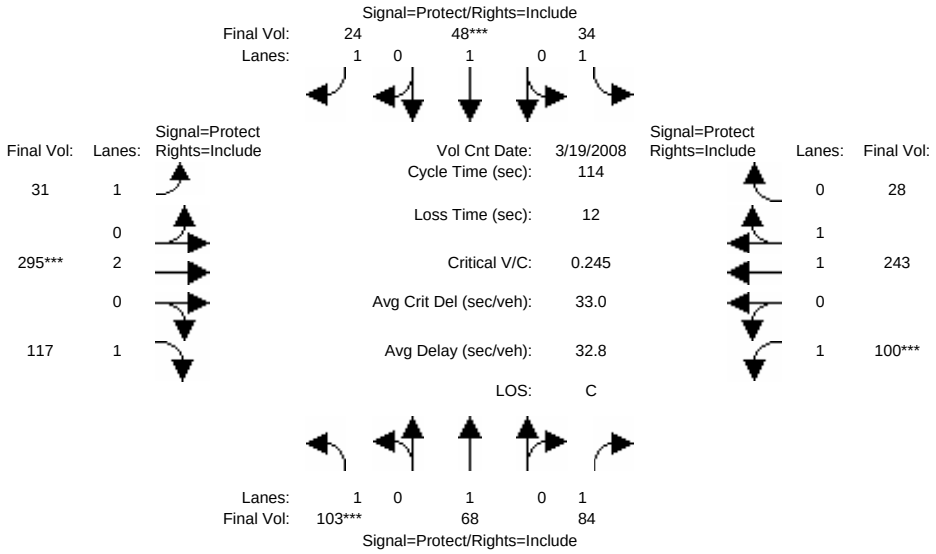
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Mar 2008 << 5:00-6:00PM												
Base Vol:	101	68	84	34	48	24	31	263	113	100	230	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	68	84	34	48	24	31	263	113	100	230	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	16	0	0	3	0
Initial Fut:	101	68	84	34	48	24	31	279	113	100	233	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	68	84	34	48	24	31	279	113	100	233	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	68	84	34	48	24	31	279	113	100	233	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:	101	68	84	34	48	24	31	279	113	100	233	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3303	397
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.05	0.02	0.03	0.01	0.02	0.07	0.06	0.06	0.07	0.07
Crit Moves:	****				****			****		****		
Green Time:	27.6	23.3	23.3	16.3	12.1	12.1	25.7	35.1	35.1	27.3	36.7	36.7
Volume/Cap:	0.24	0.17	0.23	0.14	0.24	0.13	0.08	0.24	0.21	0.24	0.22	0.22
Delay/Veh:	35.1	37.6	38.2	42.9	47.4	46.5	34.9	29.6	29.4	35.3	28.3	28.3
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:	35.1	37.6	38.2	42.9	47.4	46.5	34.9	29.6	29.4	35.3	28.3	28.3
LOS by Move:	D	D	D	D	D	D	C	C	C	D	C	C
HCM2kAvgQ:	3	2	3	1	2	1	1	4	3	3	3	3

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

Martial Cottle Park

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

Intersection #3401: CHYNOWETH/LEAN



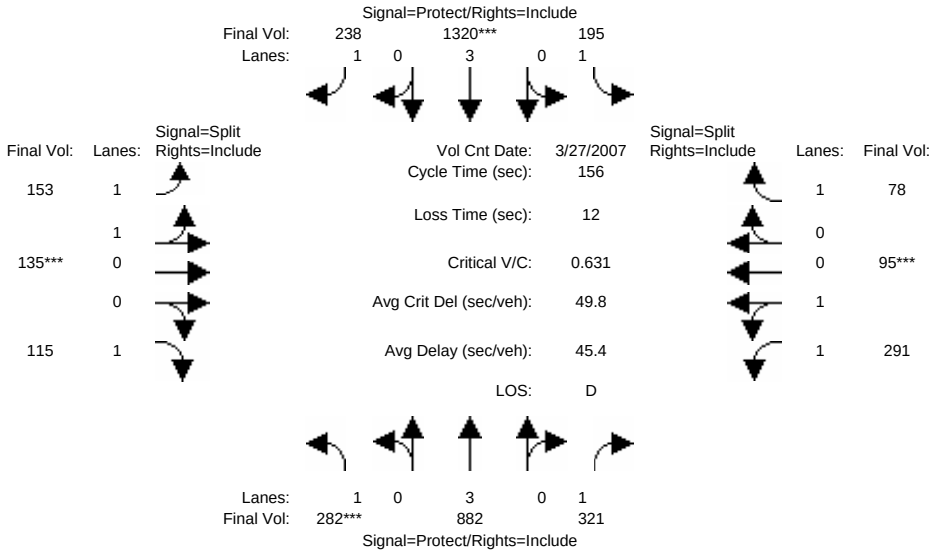
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Mar 2008 << 5:00-6:00PM												
Base Vol:	101	68	84	34	48	24	31	263	113	100	230	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	68	84	34	48	24	31	263	113	100	230	28
Added Vol:	2	0	0	0	0	0	0	16	4	0	10	0
PasserByVol:	0	0	0	0	0	0	0	16	0	0	3	0
Initial Fut:	103	68	84	34	48	24	31	295	117	100	243	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	68	84	34	48	24	31	295	117	100	243	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	68	84	34	48	24	31	295	117	100	243	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	68	84	34	48	24	31	295	117	100	243	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3317	382
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.05	0.02	0.03	0.01	0.02	0.08	0.07	0.06	0.07	0.07
Crit Moves:	****				****			****		****		
Green Time:	27.4	23.1	23.1	16.1	11.8	11.8	25.9	36.2	36.2	26.6	36.9	36.9
Volume/Cap:	0.24	0.18	0.24	0.14	0.24	0.13	0.08	0.24	0.21	0.24	0.23	0.23
Delay/Veh:	35.2	37.8	38.5	43.1	47.7	46.8	34.8	28.9	28.7	35.8	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	37.8	38.5	43.1	47.7	46.8	34.8	28.9	28.7	35.8	28.2	28.2
LOS by Move:	D	D	D	D	D	D	C	C	C	D	C	C
HCM2kAvgQ:	3	2	3	1	2	1	1	4	3	3	3	3

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

Martial Cottle Park

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

Intersection #3402: CHYNOWETH/MONTEREY



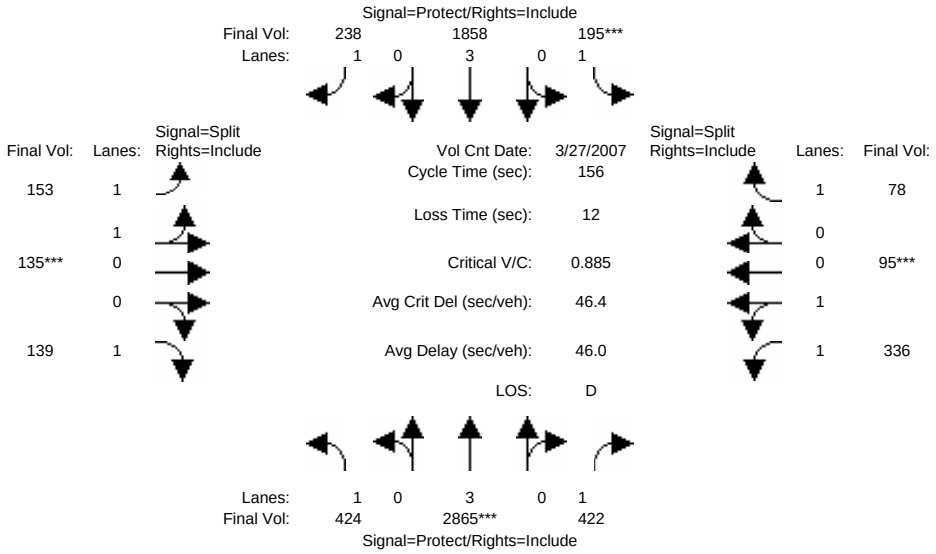
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 27 Mar 2007 << 5:00-6:00PM												
Base Vol:	282	882	321	195	1320	238	153	135	115	291	95	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	882	321	195	1320	238	153	135	115	291	95	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	882	321	195	1320	238	153	135	115	291	95	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	882	321	195	1320	238	153	135	115	291	95	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	882	321	195	1320	238	153	135	115	291	95	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	282	882	321	195	1320	238	153	135	115	291	95	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.08	0.92	1.00	1.51	0.49	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1886	1664	1750	2676	874	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.15	0.18	0.11	0.23	0.14	0.08	0.08	0.07	0.11	0.11	0.04
Crit Moves:	****				****			****			****	
Green Time:	39.8	60.4	60.4	36.7	57.2	57.2	20.1	20.1	20.1	26.9	26.9	26.9
Volume/Cap:	0.63	0.40	0.47	0.47	0.63	0.37	0.63	0.63	0.51	0.63	0.63	0.26
Delay/Veh:	54.5	34.8	36.4	52.2	41.3	36.5	67.3	67.3	65.4	62.1	62.1	56.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	34.8	36.4	52.2	41.3	36.5	67.3	67.3	65.4	62.1	62.1	56.4
LOS by Move:	D	C	D	D	D	D	E	E	E	E	E	E
HCM2kAvgQ:	13	10	12	8	17	9	7	7	5	9	9	3

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

Martial Cottle Park

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

Intersection #3402: CHYNOWETH/MONTEREY



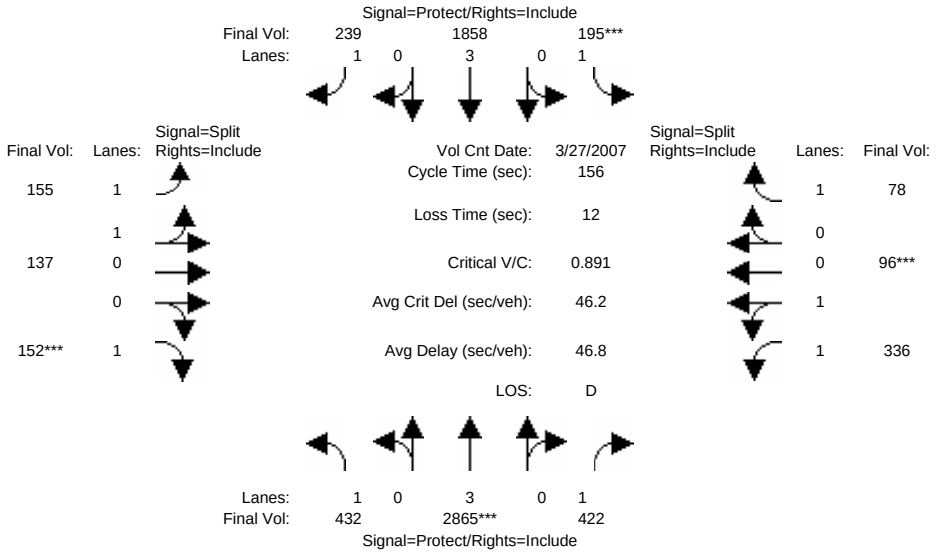
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 27 Mar 2007 << 5:00-6:00PM												
Base Vol:	282	882	321	195	1320	238	153	135	115	291	95	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	882	321	195	1320	238	153	135	115	291	95	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	142	1983	101	0	538	0	0	0	24	45	0	0
Initial Fut:	424	2865	422	195	1858	238	153	135	139	336	95	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	424	2865	422	195	1858	238	153	135	139	336	95	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	2865	422	195	1858	238	153	135	139	336	95	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	424	2865	422	195	1858	238	153	135	139	336	95	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.08	0.92	1.00	1.57	0.43	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1886	1664	1750	2767	782	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.50	0.24	0.11	0.33	0.14	0.08	0.08	0.08	0.12	0.12	0.04
Crit Moves:		****		****				****			****	
Green Time:	46.2	88.6	88.6	19.6	62.1	62.1	14.3	14.3	14.3	21.4	21.4	21.4
Volume/Cap:	0.82	0.88	0.42	0.88	0.82	0.34	0.88	0.88	0.87	0.88	0.88	0.32
Delay/Veh:	61.0	32.5	19.5	98.8	44.4	33.0	93.8	93.8	105.6	83.4	83.4	61.6
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:	61.0	32.5	19.5	98.8	44.4	33.0	93.8	93.8	105.6	83.4	83.4	61.6
LOS by Move:	E	C	B	F	D	C	F	F	F	F	F	E
HCM2kAvgQ:	19	37	11	11	27	8	8	8	8	12	12	4

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

Martial Cottle Park

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

Intersection #3402: CHYNOWETH/MONTEREY



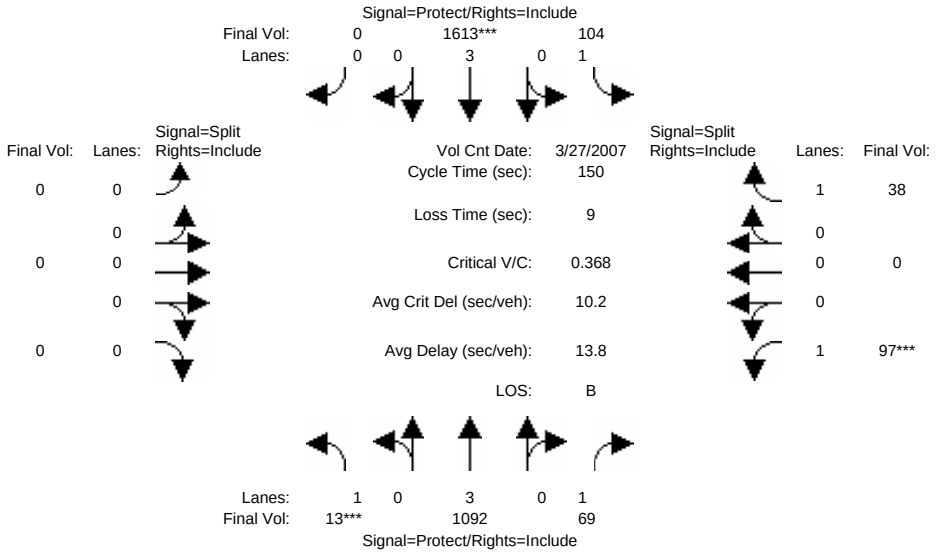
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 27 Mar 2007 << 5:00-6:00PM												
Base Vol:	282	882	321	195	1320	238	153	135	115	291	95	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	882	321	195	1320	238	153	135	115	291	95	78
Added Vol:	8	0	0	0	0	1	2	2	13	0	1	0
PasserByVol:	142	1983	101	0	538	0	0	0	24	45	0	0
Initial Fut:	432	2865	422	195	1858	239	155	137	152	336	96	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	432	2865	422	195	1858	239	155	137	152	336	96	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	2865	422	195	1858	239	155	137	152	336	96	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	432	2865	422	195	1858	239	155	137	152	336	96	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.07	0.93	1.00	1.56	0.44	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1884	1665	1750	2761	789	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.50	0.24	0.11	0.33	0.14	0.08	0.08	0.09	0.12	0.12	0.04
Crit Moves:		****		****					****		****	
Green Time:	46.3	88.0	88.0	19.5	61.2	61.2	15.2	15.2	15.2	21.3	21.3	21.3
Volume/Cap:	0.83	0.89	0.43	0.89	0.83	0.35	0.84	0.84	0.89	0.89	0.89	0.33
Delay/Veh:	62.1	33.3	19.8	100.4	45.6	33.7	86.2	86.2	109.1	84.5	84.5	61.7
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:	62.1	33.3	19.8	100.4	45.6	33.7	86.2	86.2	109.1	84.5	84.5	61.7
LOS by Move:	E	C	B	F	D	C	F	F	F	F	F	E
HCM2kAvgQ:	20	38	12	11	27	8	8	8	9	12	12	4

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

Martial Cottle Park

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

Intersection #3462: EDENVIEW/MONTEREY



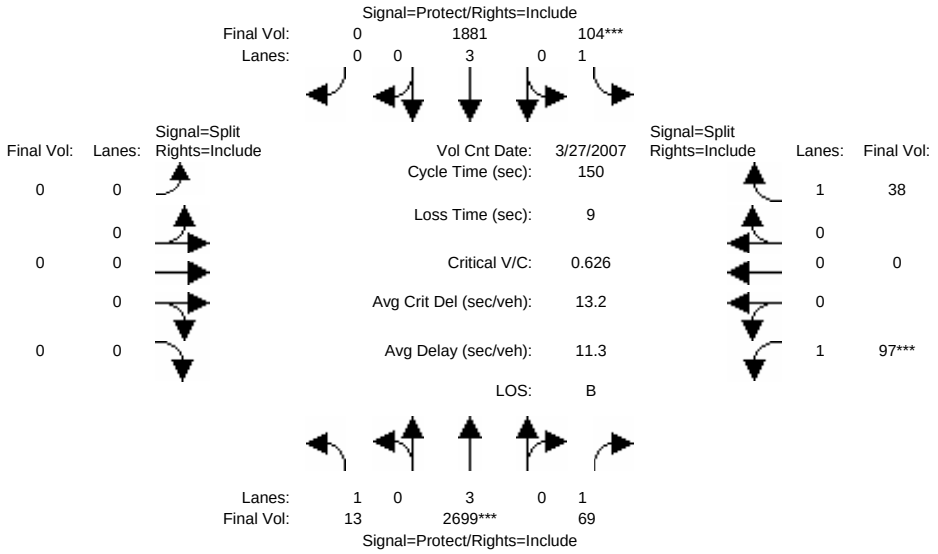
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 27 Mar 2007 << 5:00-6:00PM												
Base Vol:	13	1092	69	104	1613	0	0	0	0	97	0	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1092	69	104	1613	0	0	0	0	97	0	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1092	69	104	1613	0	0	0	0	97	0	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1092	69	104	1613	0	0	0	0	97	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1092	69	104	1613	0	0	0	0	97	0	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	13	1092	69	104	1613	0	0	0	0	97	0	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.04	0.06	0.28	0.00	0.00	0.00	0.00	0.06	0.00	0.02
Crit Moves:	****				****					****		
Green Time:	7.0	90.9	90.9	28.2	112	0.0	0.0	0.0	0.0	21.9	0.0	21.9
Volume/Cap:	0.16	0.32	0.07	0.32	0.38	0.00	0.00	0.00	0.00	0.38	0.00	0.15
Delay/Veh:	69.6	14.5	12.2	53.1	6.8	0.0	0.0	0.0	0.0	58.8	0.0	56.1
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:	69.6	14.5	12.2	53.1	6.8	0.0	0.0	0.0	0.0	58.8	0.0	56.1
LOS by Move:	E	B	B	D	A	A	A	A	A	E	A	E
HCM2kAvgQ:	1	8	1	4	9	0	0	0	0	5	0	2

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

Martial Cottle Park

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

Intersection #3462: EDENVIEW/MONTEREY



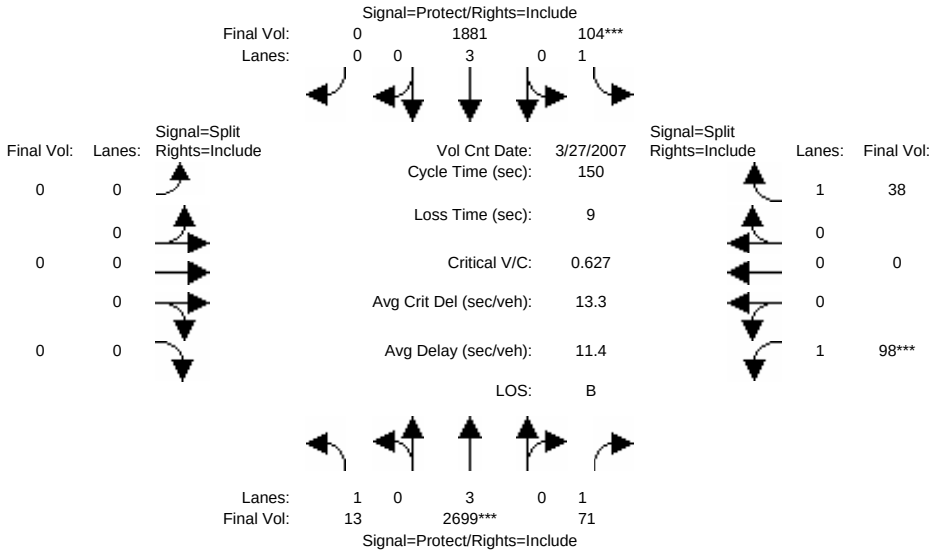
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 27 Mar 2007 << 5:00-6:00PM												
Base Vol:	13	1092	69	104	1613	0	0	0	0	97	0	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1092	69	104	1613	0	0	0	0	97	0	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	1607	0	0	268	0	0	0	0	0	0	0
Initial Fut:	13	2699	69	104	1881	0	0	0	0	97	0	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2699	69	104	1881	0	0	0	0	97	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2699	69	104	1881	0	0	0	0	97	0	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	13	2699	69	104	1881	0	0	0	0	97	0	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.04	0.06	0.33	0.00	0.00	0.00	0.00	0.06	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	15.8	113	113.5	14.2	112	0.0	0.0	0.0	0.0	13.3	0.0	13.3
Volume/Cap:	0.07	0.63	0.05	0.63	0.44	0.00	0.00	0.00	0.00	0.63	0.00	0.25
Delay/Veh:	60.6	8.7	4.6	72.6	7.3	0.0	0.0	0.0	0.0	73.8	0.0	64.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	8.7	4.6	72.6	7.3	0.0	0.0	0.0	0.0	73.8	0.0	64.5
LOS by Move:	E	A	A	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	1	18	1	5	11	0	0	0	0	6	0	2

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

Martial Cottle Park

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

Intersection #3462: EDENVIEW/MONTEREY



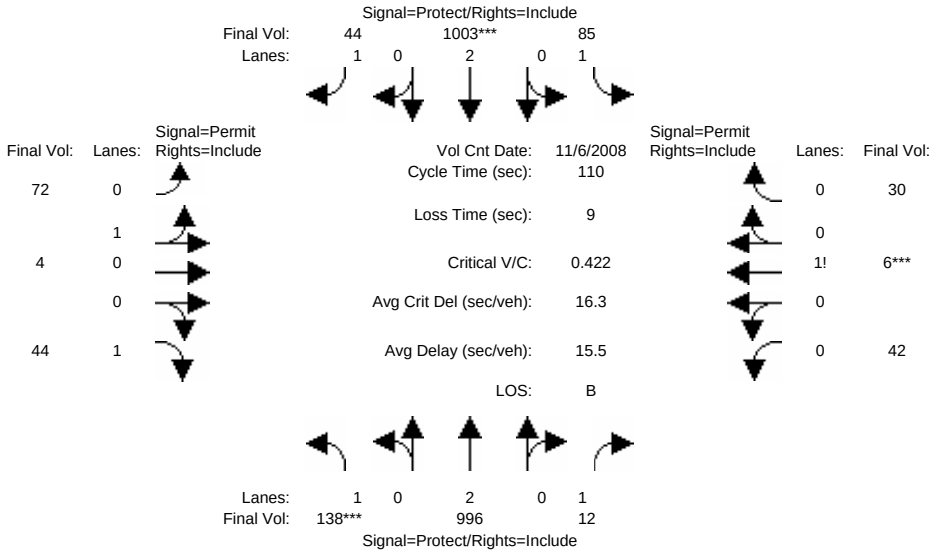
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	0	0	0	0	10	0	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 27 Mar 2007 << 5:00-6:00PM												
Base Vol:	13	1092	69	104	1613	0	0	0	0	97	0	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1092	69	104	1613	0	0	0	0	97	0	38
Added Vol:	0	0	2	0	0	0	0	0	0	1	0	0
PasserByVol:	0	1607	0	0	268	0	0	0	0	0	0	0
Initial Fut:	13	2699	71	104	1881	0	0	0	0	98	0	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2699	71	104	1881	0	0	0	0	98	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2699	71	104	1881	0	0	0	0	98	0	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	13	2699	71	104	1881	0	0	0	0	98	0	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.04	0.06	0.33	0.00	0.00	0.00	0.00	0.06	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	15.8	113	113.4	14.2	112	0.0	0.0	0.0	0.0	13.4	0.0	13.4
Volume/Cap:	0.07	0.63	0.05	0.63	0.44	0.00	0.00	0.00	0.00	0.63	0.00	0.24
Delay/Veh:	60.6	8.8	4.7	72.7	7.3	0.0	0.0	0.0	0.0	73.7	0.0	64.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	8.8	4.7	72.7	7.3	0.0	0.0	0.0	0.0	73.7	0.0	64.4
LOS by Move:	E	A	A	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	1	18	1	5	11	0	0	0	0	6	0	2

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

Martial Cottle Park

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

Intersection #3556: GIUFFRIDA/SNELL



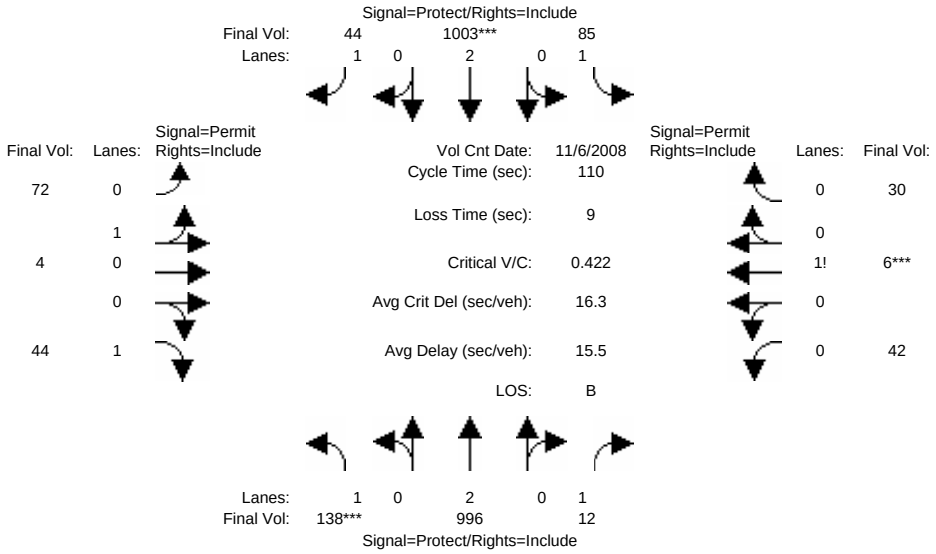
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 6 Nov 2008 << 5:00-6:00PM												
Base Vol:	138	996	12	85	1003	44	72	4	44	42	6	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	996	12	85	1003	44	72	4	44	42	6	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	996	12	85	1003	44	72	4	44	42	6	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	996	12	85	1003	44	72	4	44	42	6	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	996	12	85	1003	44	72	4	44	42	6	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	996	12	85	1003	44	72	4	44	42	6	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.95	0.05	1.00	0.54	0.08	0.38
Final Sat.:	1750	3800	1750	1750	3800	1750	1705	95	1750	942	135	673
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.01	0.05	0.26	0.03	0.04	0.04	0.03	0.04	0.04	0.04
Crit Moves:	****				****						****	
Green Time:	20.6	71.9	71.9	17.5	68.8	68.8	11.6	11.6	11.6	11.6	11.6	11.6
Volume/Cap:	0.42	0.40	0.01	0.31	0.42	0.04	0.40	0.40	0.24	0.42	0.42	0.42
Delay/Veh:	40.4	9.0	6.6	41.5	10.6	7.9	47.3	47.3	45.8	47.6	47.6	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	9.0	6.6	41.5	10.6	7.9	47.3	47.3	45.8	47.6	47.6	47.6
LOS by Move:	D	A	A	D	B	A	D	D	D	D	D	D
HCM2kAvgQ:	4	8	0	3	8	1	3	3	2	3	3	3

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

Martial Cottle Park

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

Intersection #3556: GIUFFRIDA/SNELL



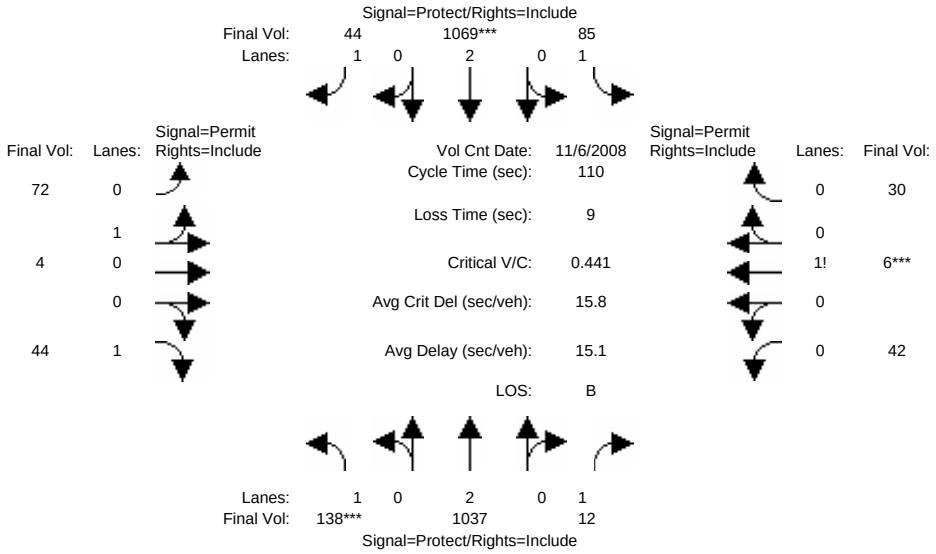
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 6 Nov 2008 << 5:00-6:00PM												
Base Vol:	138	996	12	85	1003	44	72	4	44	42	6	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	996	12	85	1003	44	72	4	44	42	6	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	996	12	85	1003	44	72	4	44	42	6	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	996	12	85	1003	44	72	4	44	42	6	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	996	12	85	1003	44	72	4	44	42	6	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	996	12	85	1003	44	72	4	44	42	6	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.95	0.05	1.00	0.54	0.08	0.38
Final Sat.:	1750	3800	1750	1750	3800	1750	1705	95	1750	942	135	673
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.01	0.05	0.26	0.03	0.04	0.04	0.03	0.04	0.04	0.04
Crit Moves:	****				****						****	
Green Time:	20.6	71.9	71.9	17.5	68.8	68.8	11.6	11.6	11.6	11.6	11.6	11.6
Volume/Cap:	0.42	0.40	0.01	0.31	0.42	0.04	0.40	0.40	0.24	0.42	0.42	0.42
Delay/Veh:	40.4	9.0	6.6	41.5	10.6	7.9	47.3	47.3	45.8	47.6	47.6	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	9.0	6.6	41.5	10.6	7.9	47.3	47.3	45.8	47.6	47.6	47.6
LOS by Move:	D	A	A	D	B	A	D	D	D	D	D	D
HCM2kAvgQ:	4	8	0	3	8	1	3	3	2	3	3	3

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

Martial Cottle Park

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

Intersection #3556: GIUFFRIDA/SNELL



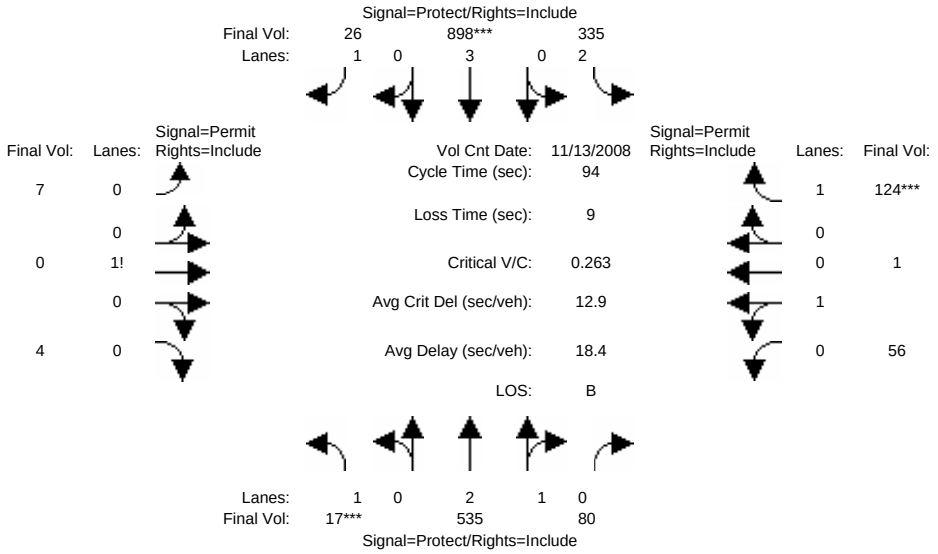
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 6 Nov 2008 << 5:00-6:00PM												
Base Vol:	138	996	12	85	1003	44	72	4	44	42	6	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	996	12	85	1003	44	72	4	44	42	6	30
Added Vol:	0	41	0	0	66	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1037	12	85	1069	44	72	4	44	42	6	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1037	12	85	1069	44	72	4	44	42	6	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1037	12	85	1069	44	72	4	44	42	6	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1037	12	85	1069	44	72	4	44	42	6	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.95	0.05	1.00	0.54	0.08	0.38
Final Sat.:	1750	3800	1750	1750	3800	1750	1705	95	1750	942	135	673
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.01	0.05	0.28	0.03	0.04	0.04	0.03	0.04	0.04	0.04
Crit Moves:	****				****						****	
Green Time:	19.7	72.9	72.9	17.0	70.2	70.2	11.1	11.1	11.1	11.1	11.1	11.1
Volume/Cap:	0.44	0.41	0.01	0.31	0.44	0.04	0.42	0.42	0.25	0.44	0.44	0.44
Delay/Veh:	41.2	8.7	6.3	42.0	10.1	7.4	47.9	47.9	46.3	48.3	48.3	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	8.7	6.3	42.0	10.1	7.4	47.9	47.9	46.3	48.3	48.3	48.3
LOS by Move:	D	A	A	D	B	A	D	D	D	D	D	D
HCM2kAvgQ:	4	8	0	3	9	1	3	3	2	3	3	3

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

Martial Cottle Park

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

Intersection #3558: GOLD RUN/SNELL



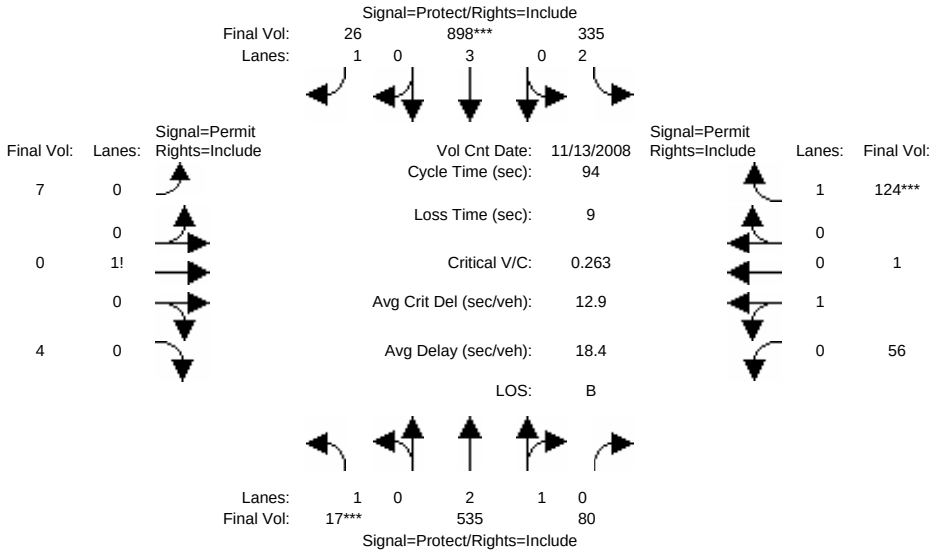
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 5:00-6:00PM												
Base Vol:	17	535	80	335	898	26	7	0	4	56	1	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	535	80	335	898	26	7	0	4	56	1	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	535	80	335	898	26	7	0	4	56	1	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	535	80	335	898	26	7	0	4	56	1	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	535	80	335	898	26	7	0	4	56	1	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	17	535	80	335	898	26	7	0	4	56	1	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.60	0.40	2.00	3.00	1.00	0.64	0.00	0.36	0.98	0.02	1.00
Final Sat.:	1750	4871	728	3150	5700	1750	1114	0	636	1768	32	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.11	0.16	0.01	0.01	0.00	0.01	0.03	0.03	0.07
Crit Moves:	****				****							****
Green Time:	7.0	30.9	30.9	29.9	53.8	53.8	24.2	0.0	24.2	24.2	24.2	24.2
Volume/Cap:	0.13	0.33	0.33	0.33	0.28	0.03	0.02	0.00	0.02	0.12	0.12	0.28
Delay/Veh:	41.1	23.9	23.9	24.6	10.2	8.7	26.1	0.0	26.1	26.9	26.9	28.2
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:	41.1	23.9	23.9	24.6	10.2	8.7	26.1	0.0	26.1	26.9	26.9	28.2
LOS by Move:	D	C	C	C	B	A	C	A	C	C	C	C
HCM2kAvgQ:	0	4	4	4	4	0	0	0	0	1	1	3

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

Martial Cottle Park

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

Intersection #3558: GOLD RUN/SNELL



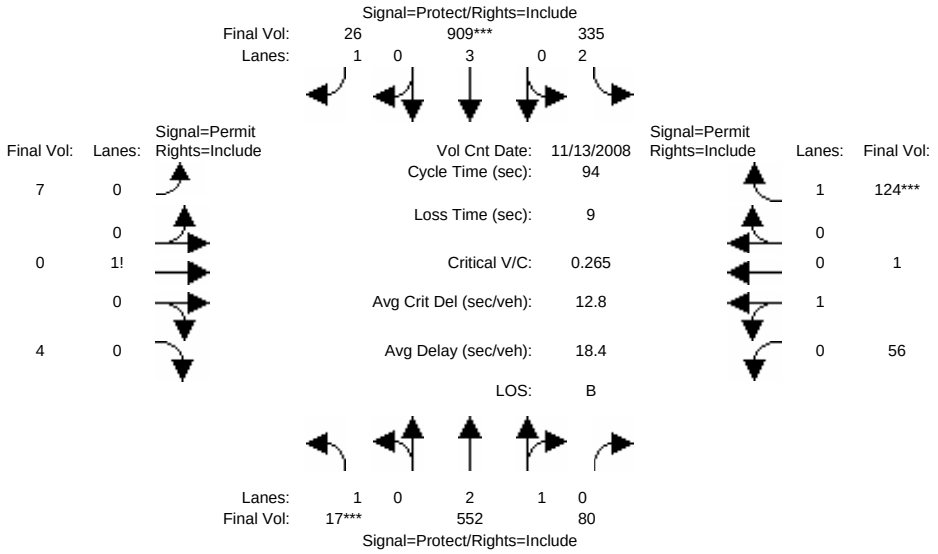
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 5:00-6:00PM												
Base Vol:	17	535	80	335	898	26	7	0	4	56	1	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	535	80	335	898	26	7	0	4	56	1	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	535	80	335	898	26	7	0	4	56	1	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	535	80	335	898	26	7	0	4	56	1	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	535	80	335	898	26	7	0	4	56	1	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	17	535	80	335	898	26	7	0	4	56	1	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.60	0.40	2.00	3.00	1.00	0.64	0.00	0.36	0.98	0.02	1.00
Final Sat.:	1750	4871	728	3150	5700	1750	1114	0	636	1768	32	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.11	0.16	0.01	0.01	0.00	0.01	0.03	0.03	0.07
Crit Moves:	****				****							****
Green Time:	7.0	30.9	30.9	29.9	53.8	53.8	24.2	0.0	24.2	24.2	24.2	24.2
Volume/Cap:	0.13	0.33	0.33	0.33	0.28	0.03	0.02	0.00	0.02	0.12	0.12	0.28
Delay/Veh:	41.1	23.9	23.9	24.6	10.2	8.7	26.1	0.0	26.1	26.9	26.9	28.2
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:	41.1	23.9	23.9	24.6	10.2	8.7	26.1	0.0	26.1	26.9	26.9	28.2
LOS by Move:	D	C	C	C	B	A	C	A	C	C	C	C
HCM2kAvgQ:	0	4	4	4	4	0	0	0	0	1	1	3

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

Martial Cottle Park

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

Intersection #3558: GOLD RUN/SNELL



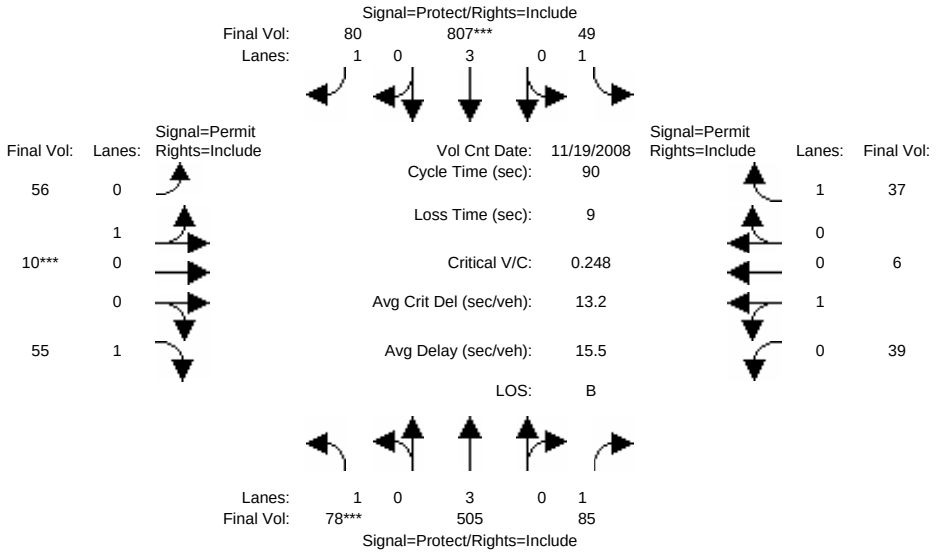
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 5:00-6:00PM												
Base Vol:	17	535	80	335	898	26	7	0	4	56	1	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	535	80	335	898	26	7	0	4	56	1	124
Added Vol:	0	17	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	552	80	335	909	26	7	0	4	56	1	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	552	80	335	909	26	7	0	4	56	1	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	552	80	335	909	26	7	0	4	56	1	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	17	552	80	335	909	26	7	0	4	56	1	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.61	0.39	2.00	3.00	1.00	0.64	0.00	0.36	0.98	0.02	1.00
Final Sat.:	1750	4890	709	3150	5700	1750	1114	0	636	1768	32	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.11	0.16	0.01	0.01	0.00	0.01	0.03	0.03	0.07
Crit Moves:	****				****							****
Green Time:	7.0	31.4	31.4	29.6	54.0	54.0	24.0	0.0	24.0	24.0	24.0	24.0
Volume/Cap:	0.13	0.34	0.34	0.34	0.28	0.03	0.02	0.00	0.02	0.12	0.12	0.28
Delay/Veh:	41.1	23.6	23.6	24.9	10.2	8.6	26.3	0.0	26.3	27.0	27.0	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	23.6	23.6	24.9	10.2	8.6	26.3	0.0	26.3	27.0	27.0	28.4
LOS by Move:	D	C	C	C	B	A	C	A	C	C	C	C
HCM2kAvgQ:	0	4	4	4	4	0	0	0	0	1	1	3

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

Martial Cottle Park

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

Intersection #3759: ROSENBAUM/SNELL



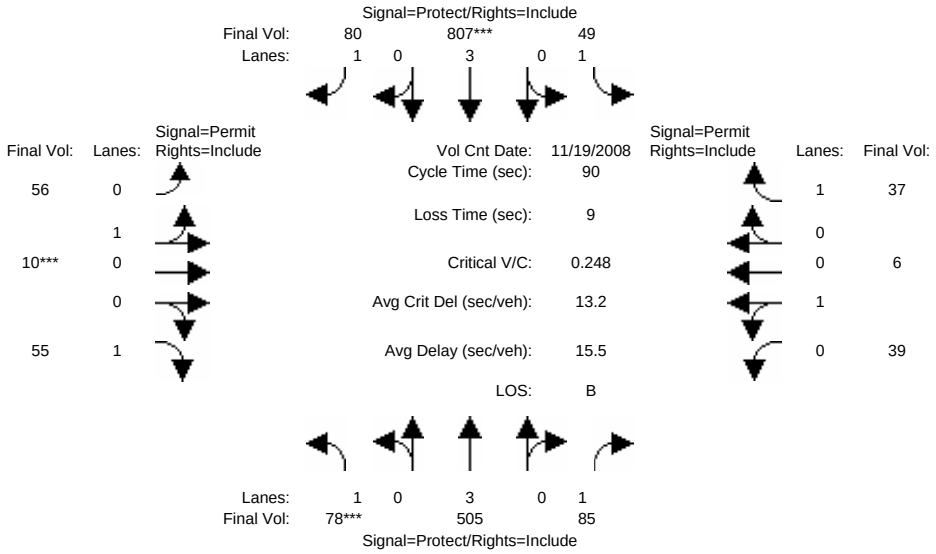
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Nov 2008 << 5:00-6:00PM												
Base Vol:	78	505	85	49	807	80	56	10	55	39	6	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	505	85	49	807	80	56	10	55	39	6	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	505	85	49	807	80	56	10	55	39	6	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	505	85	49	807	80	56	10	55	39	6	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	505	85	49	807	80	56	10	55	39	6	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	505	85	49	807	80	56	10	55	39	6	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.85	0.15	1.00	0.87	0.13	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1527	273	1750	1560	240	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.05	0.03	0.14	0.05	0.04	0.04	0.03	0.03	0.03	0.02
Crit Moves:	****				****			****				
Green Time:	16.2	39.8	39.8	27.9	51.5	51.5	13.3	13.3	13.3	13.3	13.3	13.3
Volume/Cap:	0.25	0.20	0.11	0.09	0.25	0.08	0.25	0.25	0.21	0.17	0.17	0.14
Delay/Veh:	32.1	15.4	14.8	22.1	9.6	8.7	34.4	34.4	34.1	33.8	33.8	33.6
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:	32.1	15.4	14.8	22.1	9.6	8.7	34.4	34.4	34.1	33.8	33.8	33.6
LOS by Move:	C	B	B	C	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	3	1	1	4	1	2	2	2	1	1	1

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

Martial Cottle Park

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

Intersection #3759: ROSENBAUM/SNELL



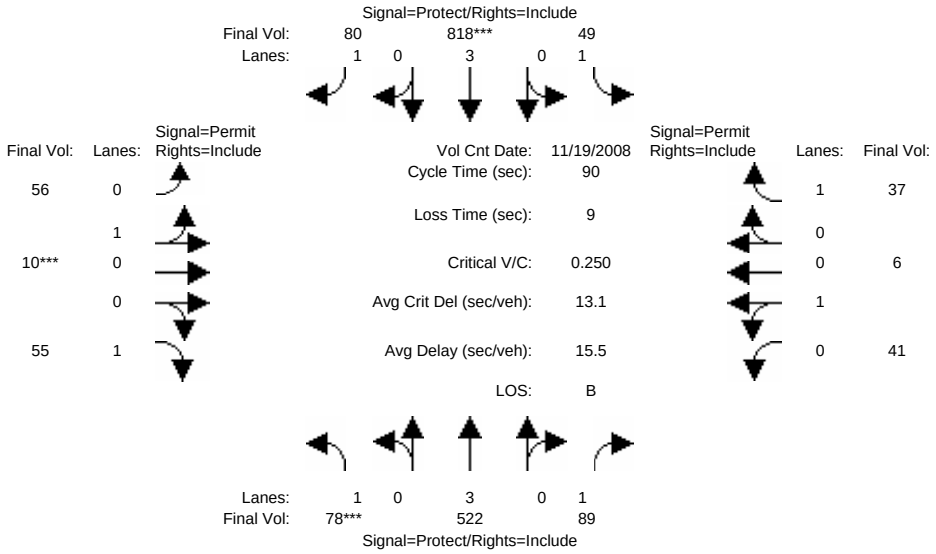
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Nov 2008 << 5:00-6:00PM												
Base Vol:	78	505	85	49	807	80	56	10	55	39	6	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	505	85	49	807	80	56	10	55	39	6	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	505	85	49	807	80	56	10	55	39	6	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	505	85	49	807	80	56	10	55	39	6	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	505	85	49	807	80	56	10	55	39	6	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	505	85	49	807	80	56	10	55	39	6	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.85	0.15	1.00	0.87	0.13	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1527	273	1750	1560	240	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.05	0.03	0.14	0.05	0.04	0.04	0.03	0.03	0.03	0.02
Crit Moves:	****				****			****				
Green Time:	16.2	39.8	39.8	27.9	51.5	51.5	13.3	13.3	13.3	13.3	13.3	13.3
Volume/Cap:	0.25	0.20	0.11	0.09	0.25	0.08	0.25	0.25	0.21	0.17	0.17	0.14
Delay/Veh:	32.1	15.4	14.8	22.1	9.6	8.7	34.4	34.4	34.1	33.8	33.8	33.6
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:	32.1	15.4	14.8	22.1	9.6	8.7	34.4	34.4	34.1	33.8	33.8	33.6
LOS by Move:	C	B	B	C	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	3	1	1	4	1	2	2	2	1	1	1

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

Martial Cottle Park

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

Intersection #3759: ROSENBAUM/SNELL



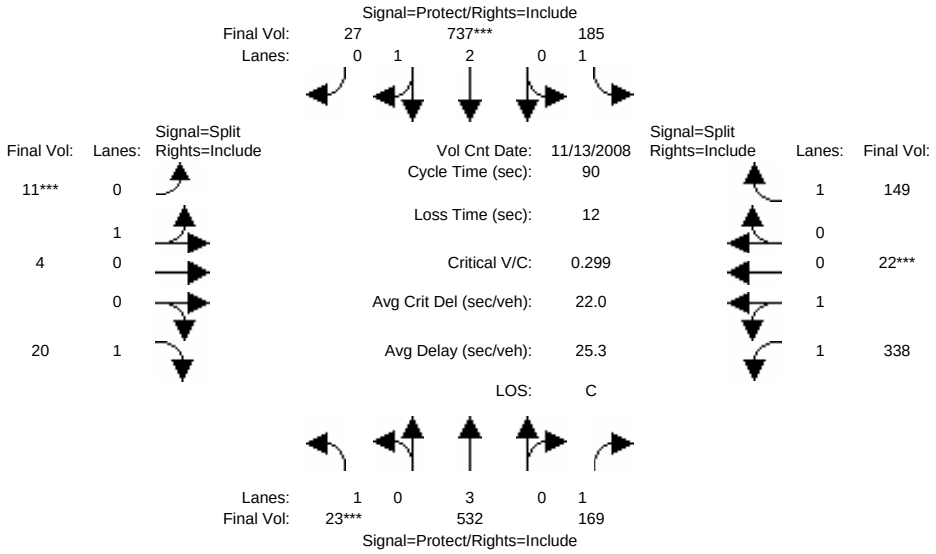
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 19 Nov 2008 << 5:00-6:00PM												
Base Vol:	78	505	85	49	807	80	56	10	55	39	6	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	505	85	49	807	80	56	10	55	39	6	37
Added Vol:	0	17	4	0	11	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	522	89	49	818	80	56	10	55	41	6	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	522	89	49	818	80	56	10	55	41	6	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	522	89	49	818	80	56	10	55	41	6	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	522	89	49	818	80	56	10	55	41	6	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.85	0.15	1.00	0.87	0.13	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1527	273	1750	1570	230	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.05	0.03	0.14	0.05	0.04	0.04	0.03	0.03	0.03	0.02
Crit Moves:	****				****			****				
Green Time:	16.1	39.9	39.9	27.9	51.7	51.7	13.2	13.2	13.2	13.2	13.2	13.2
Volume/Cap:	0.25	0.21	0.11	0.09	0.25	0.08	0.25	0.25	0.21	0.18	0.18	0.14
Delay/Veh:	32.2	15.4	14.8	22.1	9.5	8.6	34.5	34.5	34.2	34.0	34.0	33.7
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:	32.2	15.4	14.8	22.1	9.5	8.6	34.5	34.5	34.2	34.0	34.0	33.7
LOS by Move:	C	B	B	C	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	3	1	1	4	1	2	2	2	1	1	1

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

Martial Cottle Park

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

Intersection #3807: SKYWAY/SNELL



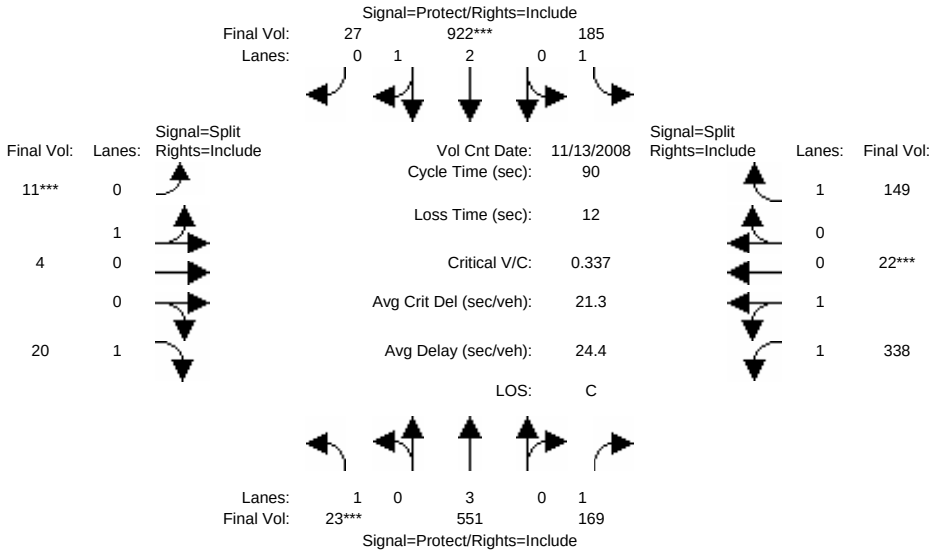
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 5:00-6:00PM												
Base Vol:	23	532	169	185	737	27	11	4	20	338	22	149
Growth Adj:	1.00	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	532	169	185	737	27	11	4	20	338	22	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	532	169	185	737	27	11	4	20	338	22	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	532	169	185	737	27	11	4	20	338	22	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	532	169	185	737	27	11	4	20	338	22	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	532	169	185	737	27	11	4	20	338	22	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.89	0.11	0.73	0.27	1.00	1.88	0.12	1.00
Final Sat.:	1750	5700	1750	1750	5402	198	1320	480	1750	3333	217	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.10	0.11	0.14	0.14	0.01	0.01	0.01	0.10	0.10	0.09
Crit Moves:	****				****		****				****	
Green Time:	7.0	21.5	21.5	20.5	35.0	35.0	10.0	10.0	10.0	26.0	26.0	26.0
Volume/Cap:	0.17	0.39	0.40	0.46	0.35	0.35	0.08	0.08	0.10	0.35	0.35	0.29
Delay/Veh:	39.4	28.9	29.5	30.9	19.6	19.6	36.0	36.0	36.2	25.5	25.5	25.2
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:	39.4	28.9	29.5	30.9	19.6	19.6	36.0	36.0	36.2	25.5	25.5	25.2
LOS by Move:	D	C	C	C	B	B	D	D	D	C	C	C
HCM2kAvgQ:	1	4	4	5	5	5	0	0	1	4	4	3

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

Martial Cottle Park

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

Intersection #3807: SKYWAY/SNELL



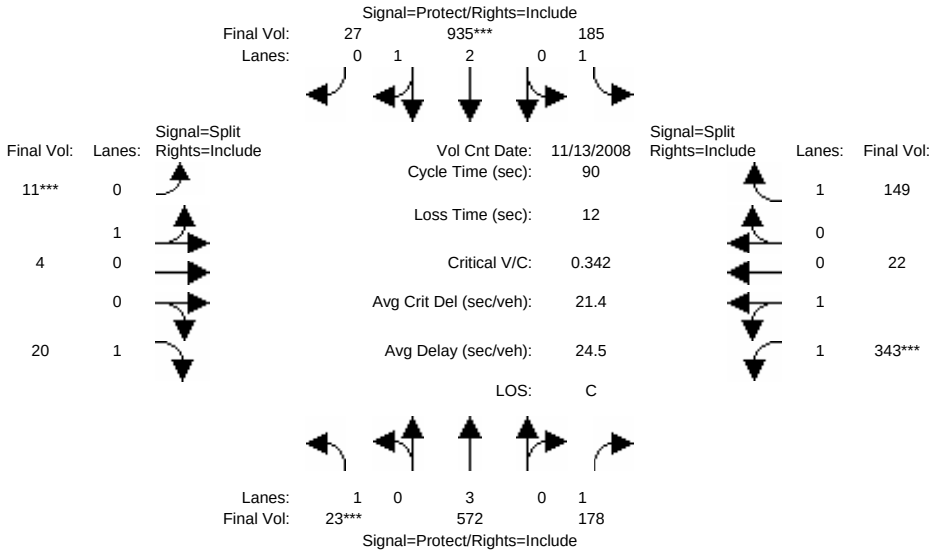
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 5:00-6:00PM												
Base Vol:	23	532	169	185	737	27	11	4	20	338	22	149
Growth Adj:	1.00	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	532	169	185	737	27	11	4	20	338	22	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	19	0	0	185	0	0	0	0	0	0	0
Initial Fut:	23	551	169	185	922	27	11	4	20	338	22	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	551	169	185	922	27	11	4	20	338	22	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	551	169	185	922	27	11	4	20	338	22	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	551	169	185	922	27	11	4	20	338	22	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	0.73	0.27	1.00	1.88	0.12	1.00
Final Sat.:	1750	5700	1750	1750	5440	159	1320	480	1750	3333	217	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.11	0.17	0.17	0.01	0.01	0.01	0.10	0.10	0.09
Crit Moves:	****				****		****				****	
Green Time:	7.0	23.1	23.1	22.0	38.2	38.2	10.0	10.0	10.0	22.8	22.8	22.8
Volume/Cap:	0.17	0.38	0.38	0.43	0.40	0.40	0.08	0.08	0.10	0.40	0.40	0.34
Delay/Veh:	39.4	27.7	28.0	29.4	18.1	18.1	36.0	36.0	36.2	28.2	28.2	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	27.7	28.0	29.4	18.1	18.1	36.0	36.0	36.2	28.2	28.2	27.8
LOS by Move:	D	C	C	C	B	B	D	D	D	C	C	C
HCM2kAvgQ:	1	4	4	5	6	6	0	0	1	4	4	3

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

Martial Cottle Park

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

Intersection #3807: SKYWAY/SNELL



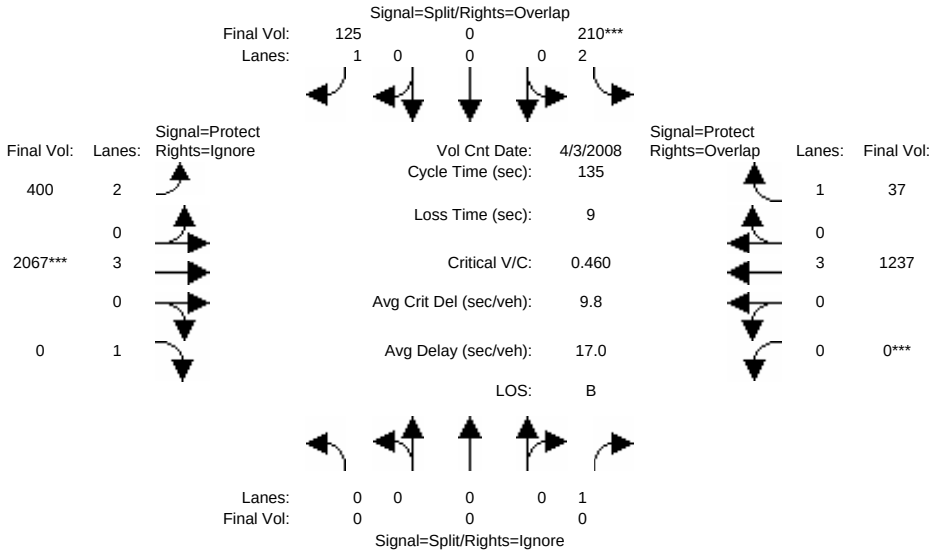
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 13 Nov 2008 << 5:00-6:00PM												
Base Vol:	23	532	169	185	737	27	11	4	20	338	22	149
Growth Adj:	1.00	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	532	169	185	737	27	11	4	20	338	22	149
Added Vol:	0	21	9	0	13	0	0	0	0	5	0	0
PasserByVol:	0	19	0	0	185	0	0	0	0	0	0	0
Initial Fut:	23	572	178	185	935	27	11	4	20	343	22	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	572	178	185	935	27	11	4	20	343	22	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	572	178	185	935	27	11	4	20	343	22	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	572	178	185	935	27	11	4	20	343	22	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	0.73	0.27	1.00	1.88	0.12	1.00
Final Sat.:	1750	5700	1750	1750	5443	157	1320	480	1750	3336	214	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.11	0.17	0.17	0.01	0.01	0.01	0.10	0.10	0.09
Crit Moves:	****				****		****			****		
Green Time:	7.0	23.1	23.1	22.0	38.2	38.2	10.0	10.0	10.0	22.8	22.8	22.8
Volume/Cap:	0.17	0.39	0.40	0.43	0.41	0.41	0.08	0.08	0.10	0.41	0.41	0.34
Delay/Veh:	39.4	27.8	28.2	29.4	18.1	18.1	36.0	36.0	36.2	28.2	28.2	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	27.8	28.2	29.4	18.1	18.1	36.0	36.0	36.2	28.2	28.2	27.8
LOS by Move:	D	C	C	C	B	B	D	D	D	C	C	C
HCM2kAvgQ:	1	4	4	5	6	6	0	0	1	4	4	3

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

Martial Cottle Park

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

Intersection #5708: CAPITOL/COPPERFIELD



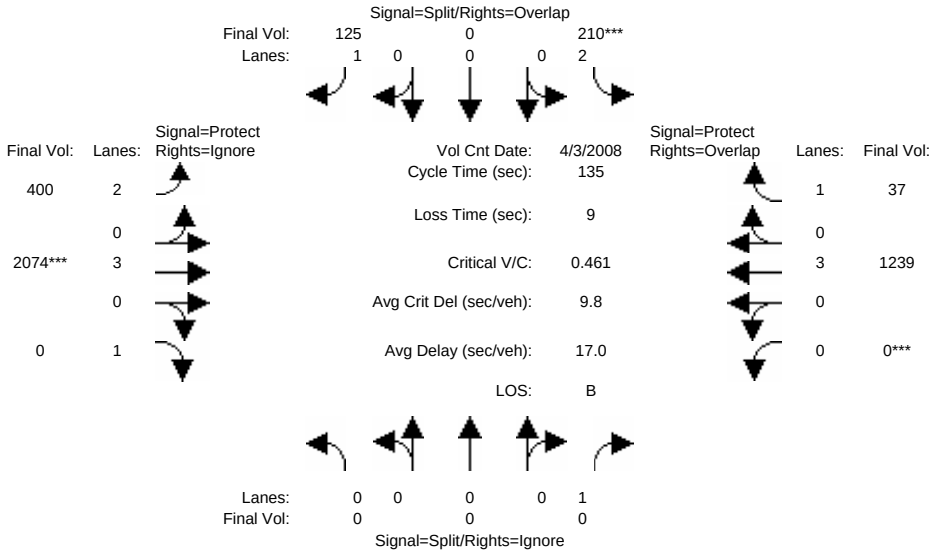
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 3 Apr 2008 << 5:00-6:00PM												
Base Vol:	0	0	0	210	0	125	400	2067	0	0	1237	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	210	0	125	400	2067	0	0	1237	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	210	0	125	400	2067	0	0	1237	37
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	210	0	125	400	2067	0	0	1237	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	125	400	2067	0	0	1237	37
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	210	0	125	400	2067	0	0	1237	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	2.00	0.00	1.00	2.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	1750	3150	0	1750	3150	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.13	0.36	0.00	0.00	0.22	0.02
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	19.6	0.0	58.9	39.3	106	0.0	0.0	67.1	86.7
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.16	0.44	0.46	0.00	0.00	0.44	0.03
Delay/Veh:	0.0	0.0	0.0	56.2	0.0	23.6	40.4	5.1	0.0	0.0	22.3	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:	0.0	0.0	0.0	56.2	0.0	23.6	40.4	5.1	0.0	0.0	22.3	8.9
LOS by Move:	A	A	A	E	A	C	D	A	A	A	C	A
HCM2kAvgQ:	0	0	0	5	0	3	8	10	0	0	11	1

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

Martial Cottle Park

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

Intersection #5708: CAPITOL/COPPERFIELD



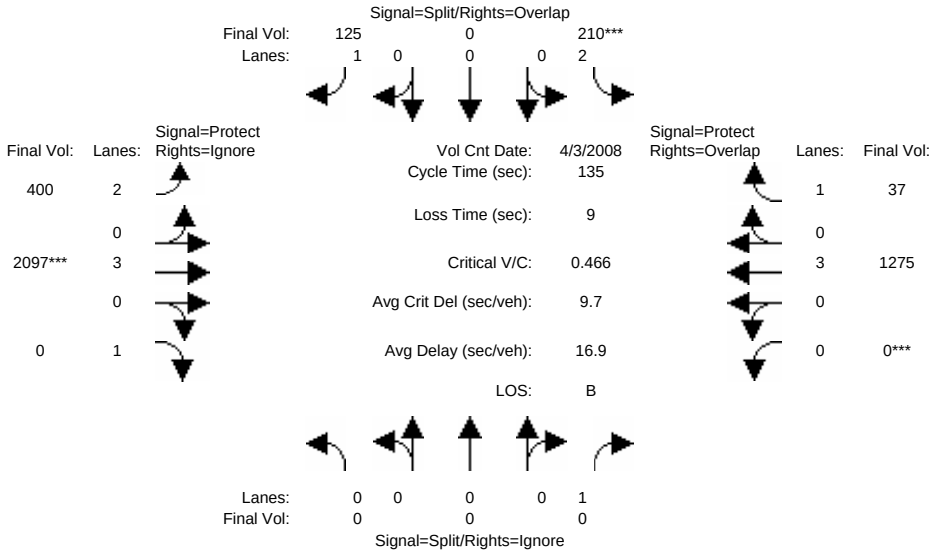
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 3 Apr 2008 << 5:00-6:00PM												
Base Vol:	0	0	0	210	0	125	400	2067	0	0	1237	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	210	0	125	400	2067	0	0	1237	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	7	0	0	2	0
Initial Fut:	0	0	0	210	0	125	400	2074	0	0	1239	37
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	210	0	125	400	2074	0	0	1239	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	125	400	2074	0	0	1239	37
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	210	0	125	400	2074	0	0	1239	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	2.00	0.00	1.00	2.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	1750	3150	0	1750	3150	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.13	0.36	0.00	0.00	0.22	0.02
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	19.5	0.0	58.8	39.3	106	0.0	0.0	67.2	86.7
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.16	0.44	0.46	0.00	0.00	0.44	0.03
Delay/Veh:	0.0	0.0	0.0	56.3	0.0	23.6	40.4	5.1	0.0	0.0	22.2	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	56.3	0.0	23.6	40.4	5.1	0.0	0.0	22.2	8.9
LOS by Move:	A	A	A	E	A	C	D	A	A	A	C	A
HCM2kAvgQ:	0	0	0	5	0	3	8	10	0	0	11	1

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

Martial Cottle Park

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

Intersection #5708: CAPITOL/COPPERFIELD



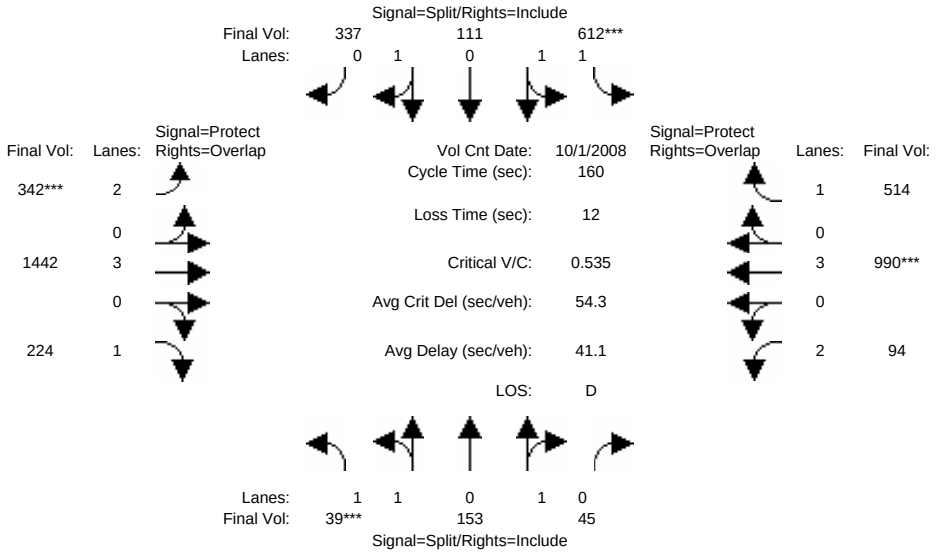
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 3 Apr 2008 << 5:00-6:00PM												
Base Vol:	0	0	0	210	0	125	400	2067	0	0	1237	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	210	0	125	400	2067	0	0	1237	37
Added Vol:	0	0	0	0	0	0	0	23	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	7	0	0	2	0
Initial Fut:	0	0	0	210	0	125	400	2097	0	0	1275	37
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	210	0	125	400	2097	0	0	1275	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	125	400	2097	0	0	1275	37
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	210	0	125	400	2097	0	0	1275	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	2.00	0.00	1.00	2.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	1750	3150	0	1750	3150	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.13	0.37	0.00	0.00	0.22	0.02
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	19.3	0.0	58.0	38.6	107	0.0	0.0	68.0	87.4
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.17	0.44	0.47	0.00	0.00	0.44	0.03
Delay/Veh:	0.0	0.0	0.0	56.5	0.0	24.2	41.0	5.1	0.0	0.0	21.9	8.6
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:	0.0	0.0	0.0	56.5	0.0	24.2	41.0	5.1	0.0	0.0	21.9	8.6
LOS by Move:	A	A	A	E	A	C	D	A	A	A	C	A
HCM2kAvgQ:	0	0	0	5	0	3	8	10	0	0	11	1

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

Martial Cottle Park

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

Intersection #5711: CAPITOL/NARVAEZ



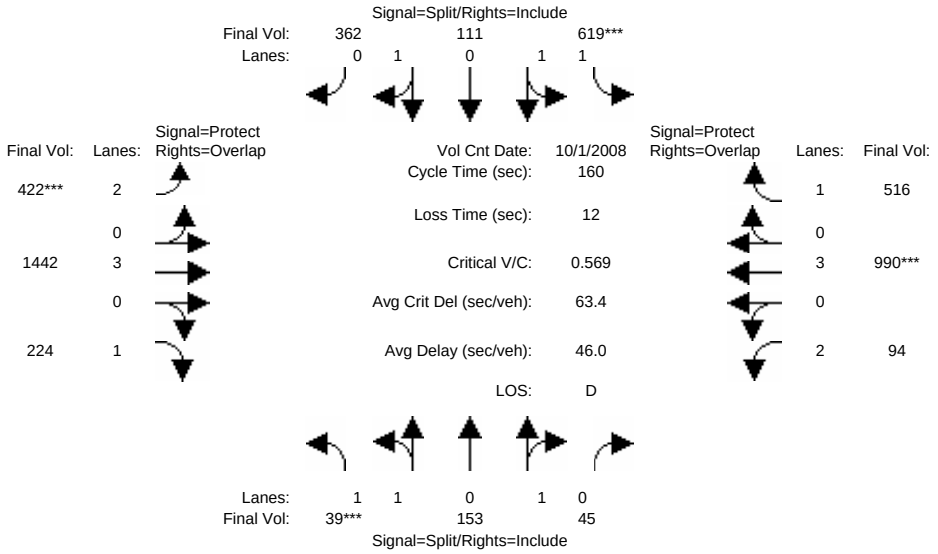
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	47	10	14	78	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	39	153	45	612	111	337	342	1442	224	94	990	514
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	153	45	612	111	337	342	1442	224	94	990	514
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	153	45	612	111	337	342	1442	224	94	990	514
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	153	45	612	111	337	342	1442	224	94	990	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	153	45	612	111	337	342	1442	224	94	990	514
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	39	153	45	612	111	337	342	1442	224	94	990	514
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.38	1.28	0.95	0.93	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.43	0.57	1.75	0.31	0.94	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2625	3483	1024	3089	560	1701	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.20	0.20	0.20	0.11	0.25	0.13	0.03	0.17	0.29
Crit Moves:	****			****			****				****	
Green Time:	14.0	14.0	14.0	36.2	36.2	36.2	19.8	75.4	89.4	22.5	78.0	114.2
Volume/Cap:	0.17	0.50	0.50	0.88	0.88	0.88	0.88	0.54	0.23	0.21	0.36	0.41
Delay/Veh:	67.7	70.5	70.5	67.2	67.2	67.2	88.3	30.2	18.0	61.2	25.5	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	70.5	70.5	67.2	67.2	67.2	88.3	30.2	18.0	61.2	25.5	9.5
LOS by Move:	E	E	E	E	E	E	F	C	B	E	C	A
HCM2kAvgQ:	2	5	4	19	19	19	11	16	6	2	10	11

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

Martial Cottle Park

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

Intersection #5711: CAPITOL/NARVAEZ



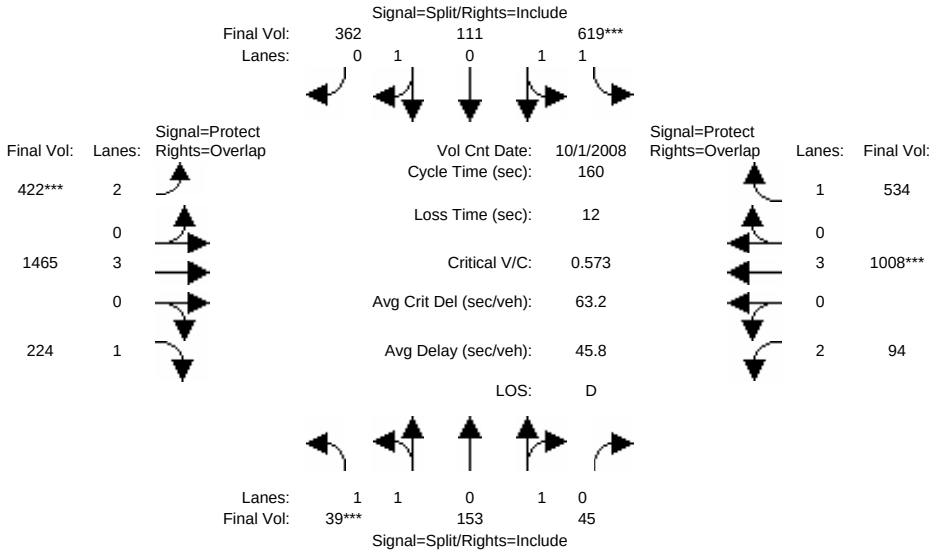
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	47	10	14	78	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	39	153	45	612	111	337	342	1442	224	94	990	514
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	153	45	612	111	337	342	1442	224	94	990	514
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	7	0	25	80	0	0	0	0	2
Initial Fut:	39	153	45	619	111	362	422	1442	224	94	990	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	153	45	619	111	362	422	1442	224	94	990	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	153	45	619	111	362	422	1442	224	94	990	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	39	153	45	619	111	362	422	1442	224	94	990	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.38	1.28	0.95	0.93	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.43	0.57	1.71	0.30	0.99	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2625	3483	1024	3032	544	1773	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.20	0.20	0.20	0.13	0.25	0.13	0.03	0.17	0.29
Crit Moves:	****			****			****				****	
Green Time:	14.0	14.0	14.0	33.8	33.8	33.8	22.2	77.2	91.2	23.0	78.0	111.8
Volume/Cap:	0.17	0.50	0.50	0.97	0.97	0.97	0.97	0.52	0.22	0.21	0.36	0.42
Delay/Veh:	67.7	70.5	70.5	81.6	81.6	81.6	102.7	28.9	17.1	60.7	25.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	70.5	70.5	81.6	81.6	81.6	102.7	28.9	17.1	60.7	25.5	10.5
LOS by Move:	E	E	E	F	F	F	F	C	B	E	C	B
HCM2kAvgQ:	2	5	4	21	21	21	14	16	6	2	10	11

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

Martial Cottle Park

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

Intersection #5711: CAPITOL/NARVAEZ



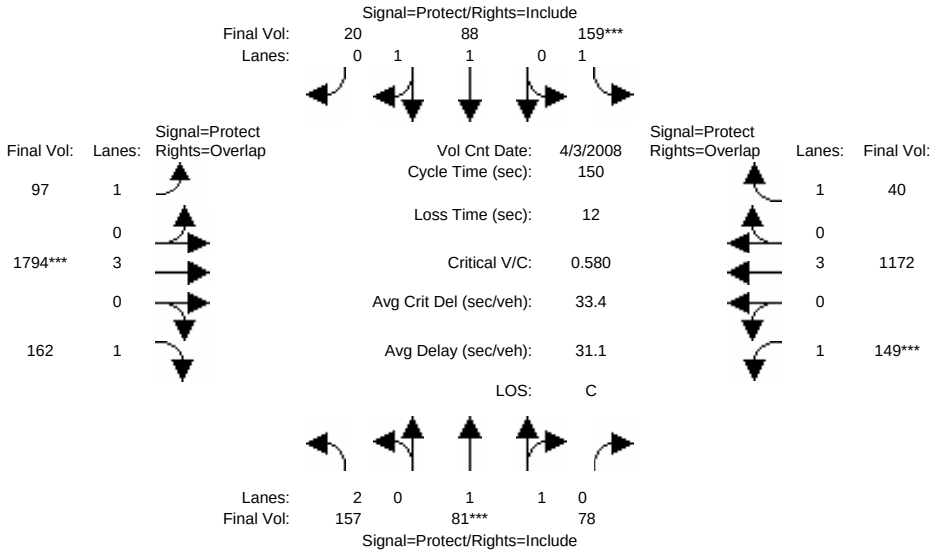
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	47	10	14	78	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	39	153	45	612	111	337	342	1442	224	94	990	514
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	153	45	612	111	337	342	1442	224	94	990	514
Added Vol:	0	0	0	0	0	0	0	23	0	0	18	18
PasserByVol:	0	0	0	7	0	25	80	0	0	0	0	2
Initial Fut:	39	153	45	619	111	362	422	1465	224	94	1008	534
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	153	45	619	111	362	422	1465	224	94	1008	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	153	45	619	111	362	422	1465	224	94	1008	534
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	153	45	619	111	362	422	1465	224	94	1008	534
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.38	1.28	0.95	0.93	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.43	0.57	1.71	0.30	0.99	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2625	3483	1024	3032	544	1773	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.20	0.20	0.20	0.13	0.26	0.13	0.03	0.18	0.31
Crit Moves:	****			****			****				****	
Green Time:	14.0	14.0	14.0	33.8	33.8	33.8	22.2	77.2	91.2	23.0	78.0	111.8
Volume/Cap:	0.17	0.50	0.50	0.97	0.97	0.97	0.97	0.53	0.22	0.21	0.36	0.44
Delay/Veh:	67.7	70.5	70.5	81.6	81.6	81.6	102.7	29.0	17.1	60.7	25.6	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	70.5	70.5	81.6	81.6	81.6	102.7	29.0	17.1	60.7	25.6	10.7
LOS by Move:	E	E	E	F	F	F	F	C	B	E	C	B
HCM2kAvgQ:	2	5	4	21	21	21	14	16	6	2	10	12

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

Martial Cottle Park

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

Intersection #5712: CAPITOL/VISTAPARK



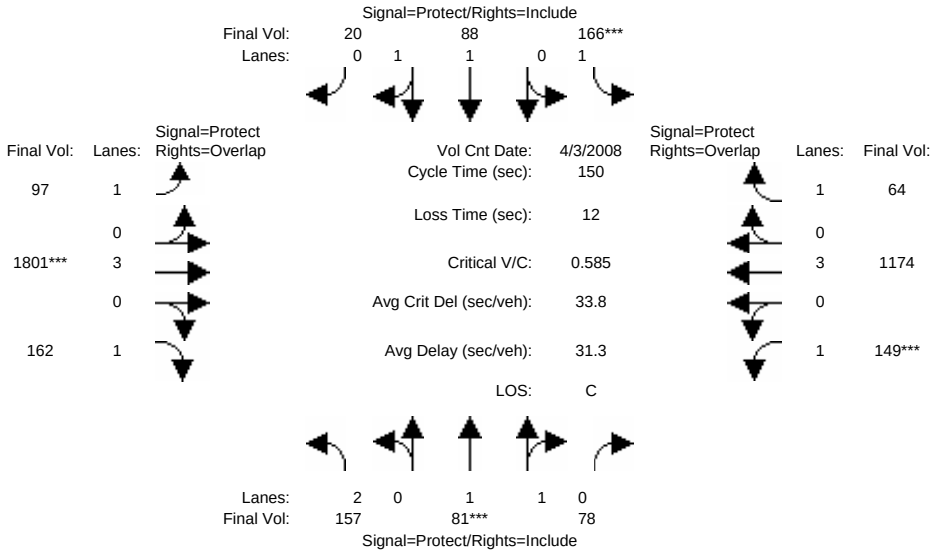
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 3 Apr 2008 << 5:30-6:30PM												
Base Vol:	157	81	78	159	88	20	97	1794	162	149	1172	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	81	78	159	88	20	97	1794	162	149	1172	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	81	78	159	88	20	97	1794	162	149	1172	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	81	78	159	88	20	97	1794	162	149	1172	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	81	78	159	88	20	97	1794	162	149	1172	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	81	78	159	88	20	97	1794	162	149	1172	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.62	0.38	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	1898	1800	1750	3014	685	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.04	0.09	0.03	0.03	0.06	0.31	0.09	0.09	0.21	0.02
Crit Moves:		****		****				****		****		
Green Time:	14.8	11.0	11.0	23.5	19.8	19.8	22.0	81.4	96.2	22.0	81.5	105.0
Volume/Cap:	0.51	0.58	0.59	0.58	0.22	0.22	0.38	0.58	0.14	0.58	0.38	0.03
Delay/Veh:	69.9	75.9	76.4	67.3	59.3	59.3	62.1	23.7	10.9	68.9	20.1	7.0
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:	69.9	75.9	76.4	67.3	59.3	59.3	62.1	23.7	10.9	68.9	20.1	7.0
LOS by Move:	E	E	E	E	E	E	E	C	B	E	C	A
HCM2kAvgQ:	5	4	5	8	2	2	4	19	3	7	10	1

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

Martial Cottle Park

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

Intersection #5712: CAPITOL/VISTAPARK



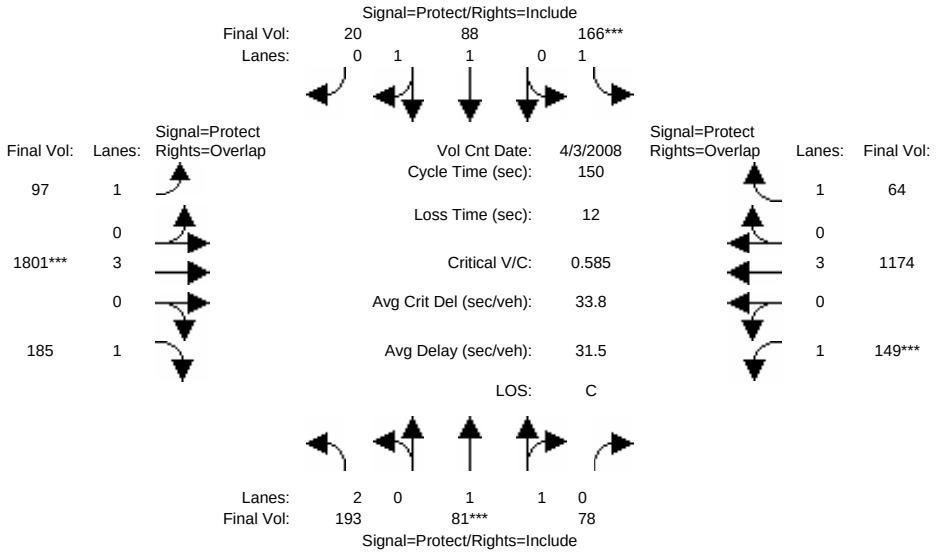
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 3 Apr 2008 << 5:30-6:30PM												
Base Vol:	157	81	78	159	88	20	97	1794	162	149	1172	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	81	78	159	88	20	97	1794	162	149	1172	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	7	0	0	0	7	0	0	2	24
Initial Fut:	157	81	78	166	88	20	97	1801	162	149	1174	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	81	78	166	88	20	97	1801	162	149	1174	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	81	78	166	88	20	97	1801	162	149	1174	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	81	78	166	88	20	97	1801	162	149	1174	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.62	0.38	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3150	1898	1800	1750	3014	685	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.04	0.09	0.03	0.03	0.06	0.32	0.09	0.09	0.21	0.04
Crit Moves:		****		****				****		****		
Green Time:	15.1	10.9	10.9	24.3	20.2	20.2	21.8	81.0	96.0	21.8	81.0	105.3
Volume/Cap:	0.50	0.59	0.59	0.59	0.22	0.22	0.38	0.59	0.14	0.59	0.38	0.05
Delay/Veh:	69.3	76.3	76.8	66.8	58.9	58.9	62.3	24.1	11.0	69.4	20.4	7.0
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:	69.3	76.3	76.8	66.8	58.9	58.9	62.3	24.1	11.0	69.4	20.4	7.0
LOS by Move:	E	E	E	E	E	E	E	C	B	E	C	A
HCM2kAvgQ:	5	4	5	8	2	2	4	19	3	7	10	1

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

Martial Cottle Park

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

Intersection #5712: CAPITOL/VISTAPARK



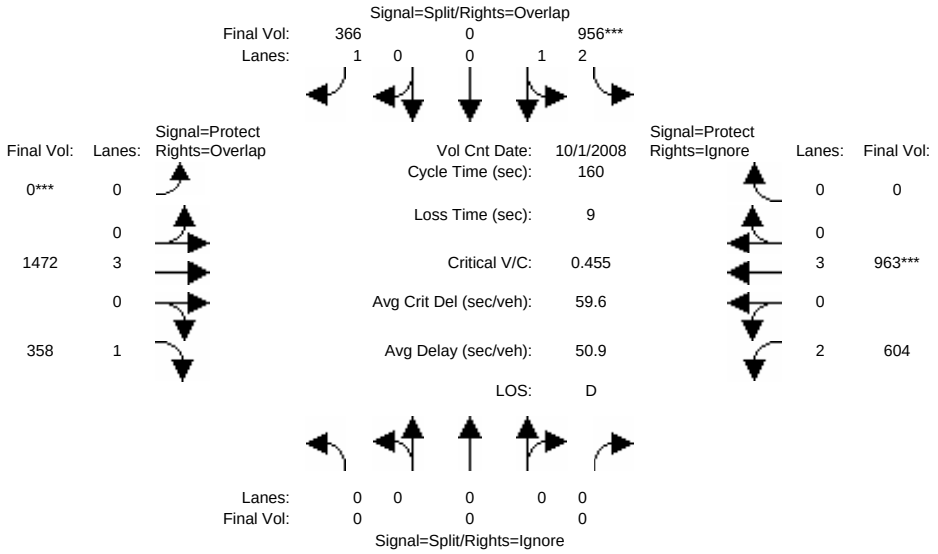
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Volume Module: >> Count Date: 3 Apr 2008 << 5:30-6:30PM																
Base Vol:	157	81	78		159	88	20		97	1794	162		149	1172	40	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	157	81	78		159	88	20		97	1794	162		149	1172	40	
Added Vol:	36	0	0		0	0	0		0	0	23		0	0	0	
PasserByVol:	0	0	0		7	0	0		0	7	0		0	2	24	
Initial Fut:	193	81	78		166	88	20		97	1801	185		149	1174	64	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	193	81	78		166	88	20		97	1801	185		149	1174	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	193	81	78		166	88	20		97	1801	185		149	1174	64	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	193	81	78		166	88	20		97	1801	185		149	1174	64	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.95		0.92	0.98	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	1.00	1.00		1.00	1.62	0.38		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3150	1898	1800		1750	3014	685		1750	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.04	0.04		0.09	0.03	0.03		0.06	0.32	0.11		0.09	0.21	0.04	
Crit Moves:		****			****					****			****			
Green Time:	16.9	10.9	10.9		24.3	18.4	18.4		21.8	81.0	97.8		21.8	81.0	105.3	
Volume/Cap:	0.54	0.59	0.59		0.59	0.24	0.24		0.38	0.59	0.16		0.59	0.38	0.05	
Delay/Veh:	68.8	76.3	76.8		66.8	60.7	60.7		62.3	24.1	10.5		69.4	20.4	7.0	
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:	68.8	76.3	76.8		66.8	60.7	60.7		62.3	24.1	10.5		69.4	20.4	7.0	
LOS by Move:	E	E	E		E	E	E		E	C	B		E	C	A	
HCM2kAvgQ:	6	4	5		8	2	2		4	19	4		7	10	1	

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

Martial Cottle Park

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

Intersection #5713: 87/CAPITOL



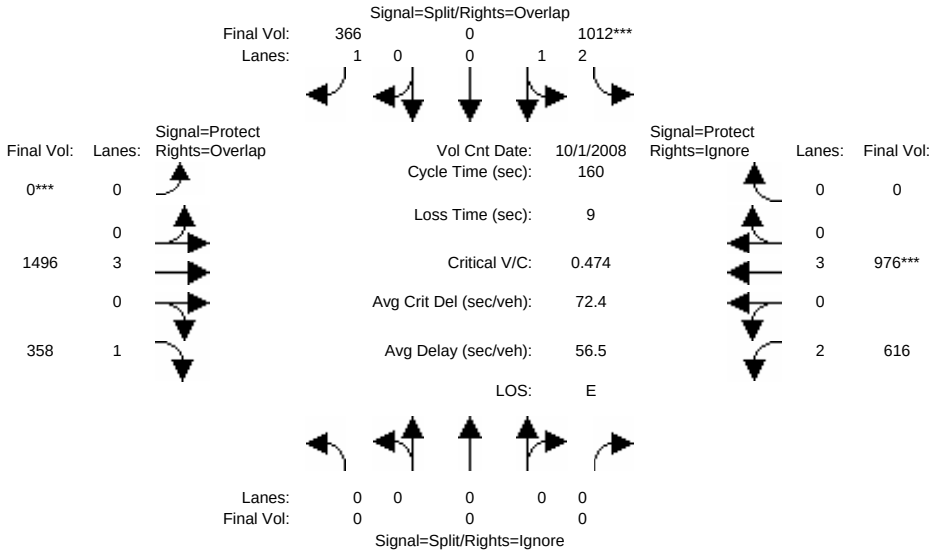
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	14	10	10	0	72	10	14	112	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	0	0	0	956	0	366	0	1472	358	604	963	0
Growth Adj:	1.00	1.00	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	956	0	366	0	1472	358	604	963	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	956	0	366	0	1472	358	604	963	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	956	0	366	0	1472	358	604	963	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	956	0	366	0	1472	358	604	963	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	956	0	366	0	1472	358	604	963	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.64	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3668	0	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.21	0.00	0.26	0.20	0.19	0.17	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	39.0	0.0	39.0	0.0	78.5	78.5	33.5	112	0.0
Volume/Cap:	0.00	0.00	0.00	1.07	0.00	0.86	0.00	0.53	0.42	0.92	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	110.9	0.0	73.7	0.0	28.1	26.4	79.6	8.7	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	110.9	0.0	73.7	0.0	28.1	26.4	79.6	8.7	0.0
LOS by Move:	A	A	A	F	A	E	A	C	C	E	A	A
HCM2kAvgQ:	0	0	0	25	0	21	0	16	12	19	5	0

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

Martial Cottle Park

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

Intersection #5713: 87/CAPITOL



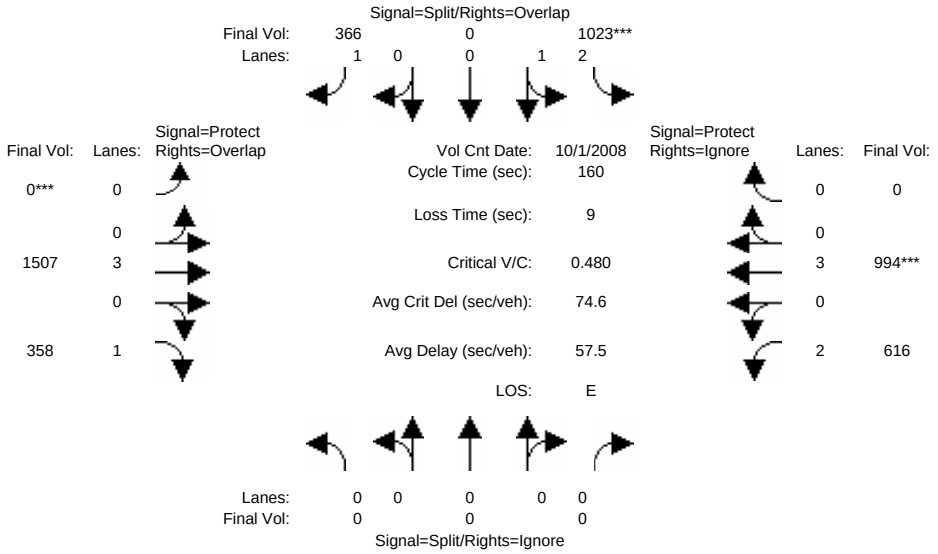
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	14	10	10	0	72	10	14	112	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	0	0	0	956	0	366	0	1472	358	604	963	0
Growth Adj:	1.00	1.00	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	956	0	366	0	1472	358	604	963	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	56	0	0	0	24	0	12	13	0
Initial Fut:	0	0	0	1012	0	366	0	1496	358	616	976	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1012	0	366	0	1496	358	616	976	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1012	0	366	0	1496	358	616	976	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1012	0	366	0	1496	358	616	976	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.64	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3668	0	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.21	0.00	0.26	0.20	0.20	0.17	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	39.0	0.0	39.0	0.0	78.1	78.1	33.9	112	0.0
Volume/Cap:	0.00	0.00	0.00	1.13	0.00	0.86	0.00	0.54	0.42	0.92	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	133.8	0.0	73.7	0.0	28.7	26.7	80.1	8.7	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	133.8	0.0	73.7	0.0	28.7	26.7	80.1	8.7	0.0
LOS by Move:	A	A	A	F	A	E	A	C	C	F	A	A
HCM2kAvgQ:	0	0	0	28	0	21	0	17	12	20	6	0

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

Martial Cottle Park

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

Intersection #5713: 87/CAPITOL



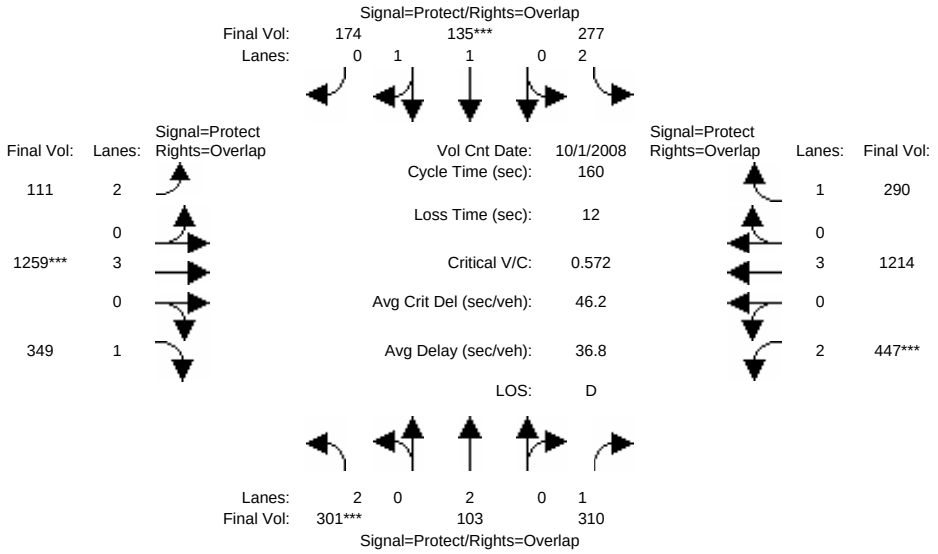
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	14	10	10	0	72	10	14	112	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	0	0	0	956	0	366	0	1472	358	604	963	0
Growth Adj:	1.00	1.00	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	956	0	366	0	1472	358	604	963	0
Added Vol:	0	0	0	11	0	0	0	11	0	0	18	0
PasserByVol:	0	0	0	56	0	0	0	24	0	12	13	0
Initial Fut:	0	0	0	1023	0	366	0	1507	358	616	994	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1023	0	366	0	1507	358	616	994	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1023	0	366	0	1507	358	616	994	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1023	0	366	0	1507	358	616	994	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.64	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3668	0	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.21	0.00	0.26	0.20	0.20	0.17	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	39.0	0.0	39.0	0.0	78.1	78.1	33.9	112	0.0
Volume/Cap:	0.00	0.00	0.00	1.14	0.00	0.86	0.00	0.54	0.42	0.92	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	138.7	0.0	73.7	0.0	28.7	26.7	80.1	8.8	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	138.7	0.0	73.7	0.0	28.7	26.7	80.1	8.8	0.0
LOS by Move:	A	A	A	F	A	E	A	C	C	F	A	A
HCM2kAvgQ:	0	0	0	28	0	21	0	17	12	20	6	0

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

Martial Cottle Park

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

Intersection #5715: CAPITOL/SNELL



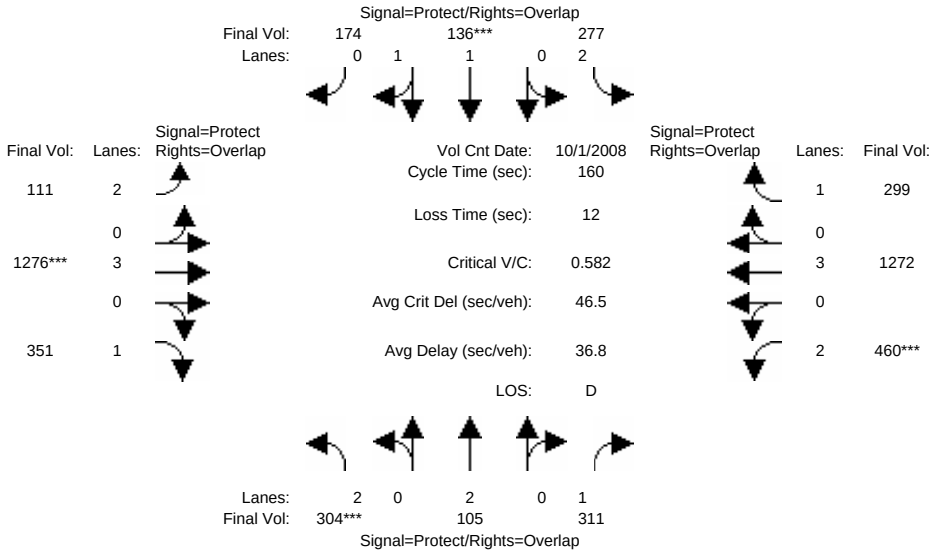
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	77	10	14	62	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	301	103	310	277	135	174	111	1259	349	447	1214	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	103	310	277	135	174	111	1259	349	447	1214	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	103	310	277	135	174	111	1259	349	447	1214	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	103	310	277	135	174	111	1259	349	447	1214	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	103	310	277	135	174	111	1259	349	447	1214	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	301	103	310	277	135	174	111	1259	349	447	1214	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.18	0.09	0.07	0.10	0.04	0.22	0.20	0.14	0.21	0.17
Crit Moves:	****				****			****		****		
Green Time:	22.0	15.9	48.6	22.4	16.4	36.6	20.2	77.0	99.0	32.7	89.5	111.9
Volume/Cap:	0.70	0.27	0.58	0.63	0.70	0.44	0.28	0.46	0.32	0.70	0.38	0.24
Delay/Veh:	70.7	67.1	48.8	67.7	74.2	53.3	63.7	27.8	14.7	62.4	19.8	8.8
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:	70.7	67.1	48.8	67.7	74.2	53.3	63.7	27.8	14.7	62.4	19.8	8.8
LOS by Move:	E	E	D	E	E	D	E	C	B	E	B	A
HCM2kAvgQ:	9	2	15	9	8	9	3	13	8	12	11	5

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

Martial Cottle Park

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

Intersection #5715: CAPITOL/SNELL



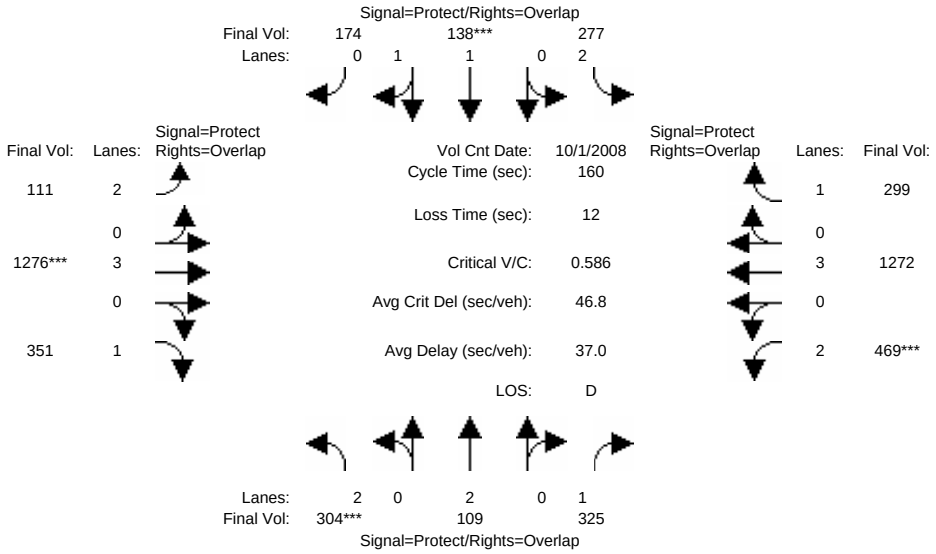
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	77	10	14	62	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	301	103	310	277	135	174	111	1259	349	447	1214	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	103	310	277	135	174	111	1259	349	447	1214	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	3	2	1	0	1	0	0	17	2	13	58	9
Initial Fut:	304	105	311	277	136	174	111	1276	351	460	1272	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	105	311	277	136	174	111	1276	351	460	1272	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	105	311	277	136	174	111	1276	351	460	1272	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	304	105	311	277	136	174	111	1276	351	460	1272	299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.18	0.09	0.07	0.10	0.04	0.22	0.20	0.15	0.22	0.17
Crit Moves:	****				****			****			****	
Green Time:	21.8	15.8	48.8	22.2	16.2	36.4	20.3	77.0	98.8	33.0	89.7	112.0
Volume/Cap:	0.71	0.28	0.58	0.63	0.71	0.44	0.28	0.47	0.32	0.71	0.40	0.24
Delay/Veh:	71.4	67.3	48.6	68.1	74.9	53.4	63.6	27.9	14.8	62.6	19.9	8.8
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:	71.4	67.3	48.6	68.1	74.9	53.4	63.6	27.9	14.8	62.6	19.9	8.8
LOS by Move:	E	E	D	E	E	D	E	C	B	E	B	A
HCM2kAvgQ:	9	2	15	9	8	9	3	13	9	13	11	6

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

Martial Cottle Park

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

Intersection #5715: CAPITOL/SNELL



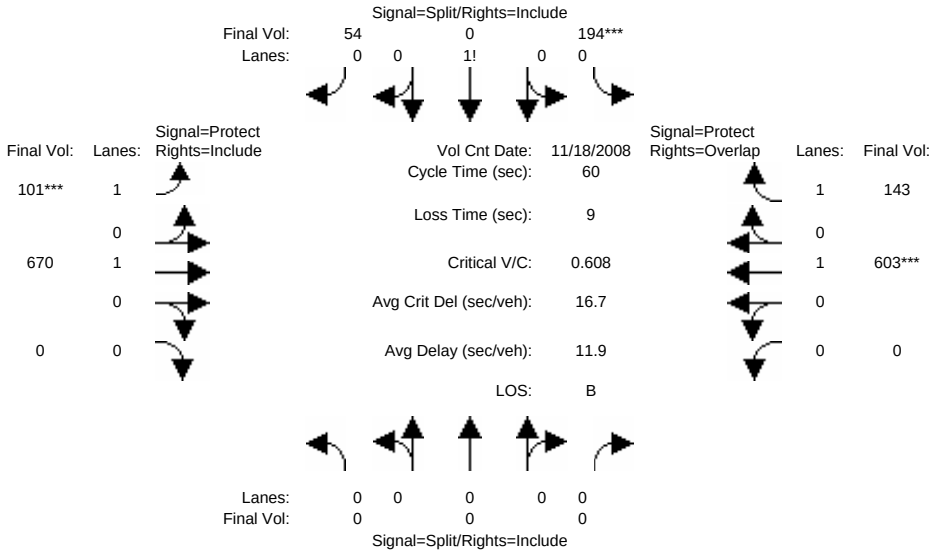
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	77	10	14	62	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 1 Oct 2008 <<												
Base Vol:	301	103	310	277	135	174	111	1259	349	447	1214	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	103	310	277	135	174	111	1259	349	447	1214	290
Added Vol:	0	4	14	0	2	0	0	0	0	9	0	0
PasserByVol:	3	2	1	0	1	0	0	17	2	13	58	9
Initial Fut:	304	109	325	277	138	174	111	1276	351	469	1272	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	109	325	277	138	174	111	1276	351	469	1272	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	109	325	277	138	174	111	1276	351	469	1272	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	304	109	325	277	138	174	111	1276	351	469	1272	299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.19	0.09	0.07	0.10	0.04	0.22	0.20	0.15	0.22	0.17
Crit Moves:	****				****			****		****		
Green Time:	21.5	15.7	48.9	22.1	16.2	36.5	20.3	77.0	98.5	33.2	89.9	112.0
Volume/Cap:	0.72	0.29	0.61	0.64	0.72	0.44	0.28	0.47	0.33	0.72	0.40	0.24
Delay/Veh:	72.1	67.4	49.4	68.3	75.3	53.3	63.6	27.9	14.9	62.8	19.8	8.8
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:	72.1	67.4	49.4	68.3	75.3	53.3	63.6	27.9	14.9	62.8	19.8	8.8
LOS by Move:	E	E	D	E	E	D	E	C	B	E	B	A
HCM2kAvgQ:	9	3	16	9	8	9	3	13	9	13	11	6

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

Martial Cottle Park

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

Intersection #55: BRANHAM/SAFEWAY



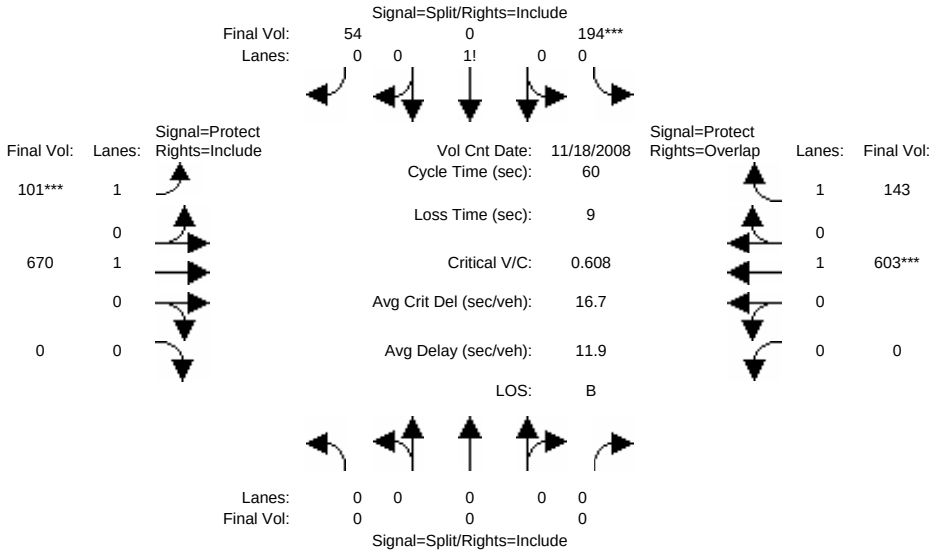
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2008 <<												
Base Vol:	0	0	0	194	0	54	101	670	0	0	603	143
Growth Adj:	1.00	1.00	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	194	0	54	101	670	0	0	603	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	194	0	54	101	670	0	0	603	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	194	0	54	101	670	0	0	603	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	194	0	54	101	670	0	0	603	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	194	0	54	101	670	0	0	603	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.78	0.00	0.22	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1369	0	381	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.06	0.35	0.00	0.00	0.32	0.08
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	13.6	0.0	13.6	7.0	37.4	0.0	0.0	30.4	44.0
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.63	0.49	0.57	0.00	0.00	0.63	0.11
Delay/Veh:	0.0	0.0	0.0	24.1	0.0	24.1	26.7	7.2	0.0	0.0	12.0	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.1	0.0	24.1	26.7	7.2	0.0	0.0	12.0	2.4
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	6	0	6	2	7	0	0	8	1

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

Martial Cottle Park

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

Intersection #55: BRANHAM/SAFEWAY



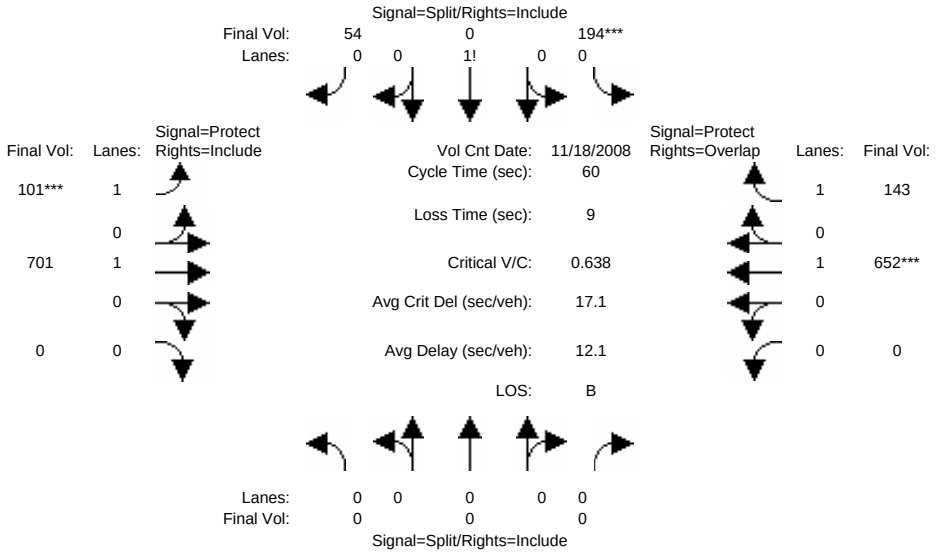
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2008 <<												
Base Vol:	0	0	0	194	0	54	101	670	0	0	603	143
Growth Adj:	1.00	1.00	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	194	0	54	101	670	0	0	603	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	194	0	54	101	670	0	0	603	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	194	0	54	101	670	0	0	603	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	194	0	54	101	670	0	0	603	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	194	0	54	101	670	0	0	603	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.78	0.00	0.22	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1369	0	381	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.06	0.35	0.00	0.00	0.32	0.08
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	13.6	0.0	13.6	7.0	37.4	0.0	0.0	30.4	44.0
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.63	0.49	0.57	0.00	0.00	0.63	0.11
Delay/Veh:	0.0	0.0	0.0	24.1	0.0	24.1	26.7	7.2	0.0	0.0	12.0	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.1	0.0	24.1	26.7	7.2	0.0	0.0	12.0	2.4
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	6	0	6	2	7	0	0	8	1

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

Martial Cottle Park

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM (Snell and Chynoweth)

Intersection #55: BRANHAM/SAFEWAY



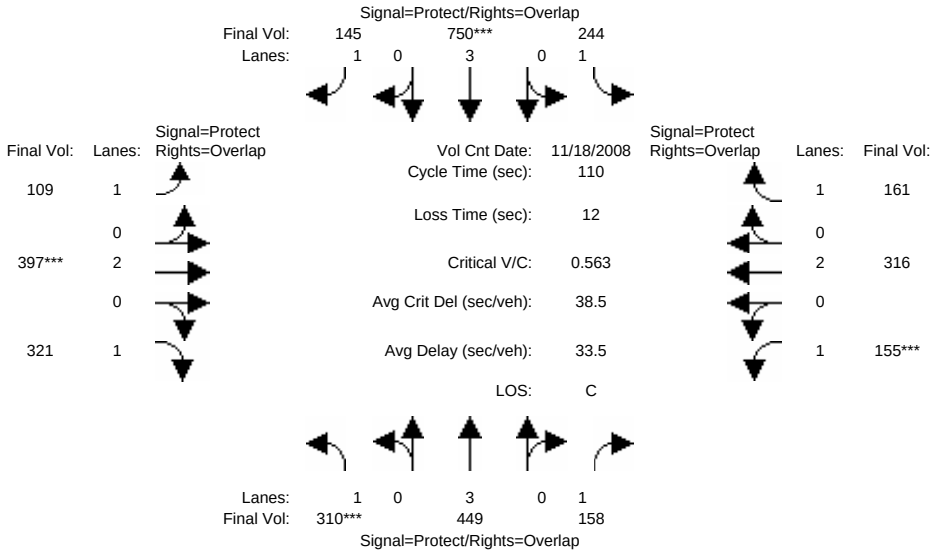
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2008 <<												
Base Vol:	0	0	0	194	0	54	101	670	0	0	603	143
Growth Adj:	1.00	1.00	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	194	0	54	101	670	0	0	603	143
Added Vol:	0	0	0	0	0	0	0	31	0	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	194	0	54	101	701	0	0	652	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	194	0	54	101	701	0	0	652	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	194	0	54	101	701	0	0	652	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	194	0	54	101	701	0	0	652	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.78	0.00	0.22	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1369	0	381	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.06	0.37	0.00	0.00	0.34	0.08
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	12.9	0.0	12.9	7.0	38.1	0.0	0.0	31.1	44.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.66	0.49	0.58	0.00	0.00	0.66	0.11
Delay/Veh:	0.0	0.0	0.0	25.9	0.0	25.9	26.7	7.0	0.0	0.0	12.3	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.9	0.0	25.9	26.7	7.0	0.0	0.0	12.3	2.4
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	6	0	6	2	8	0	0	9	1

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

Martial Cottle Park

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

Intersection #3354: BRANHAM/SNELL



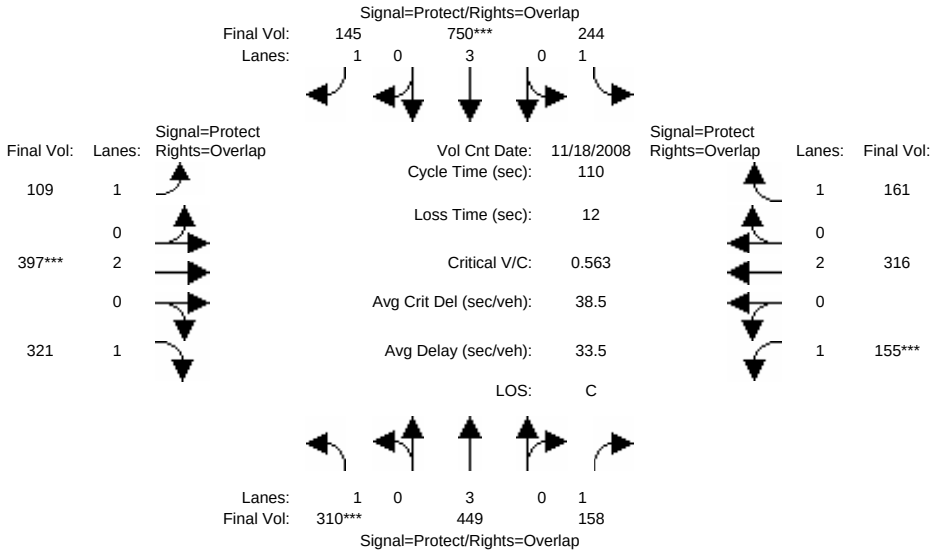
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2008 << 5:00-6:00PM												
Base Vol:	310	449	158	244	750	145	109	397	321	155	316	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	449	158	244	750	145	109	397	321	155	316	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	449	158	244	750	145	109	397	321	155	316	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	449	158	244	750	145	109	397	321	155	316	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	449	158	244	750	145	109	397	321	155	316	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	449	158	244	750	145	109	397	321	155	316	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.08	0.09	0.14	0.13	0.08	0.06	0.10	0.18	0.09	0.08	0.09
Crit Moves:	****				****			****			****	
Green Time:	34.6	23.8	41.1	36.5	25.7	41.2	15.5	20.4	55.0	17.3	22.2	58.7
Volume/Cap:	0.56	0.36	0.24	0.42	0.56	0.22	0.44	0.56	0.37	0.56	0.41	0.17
Delay/Veh:	32.8	36.8	23.9	29.0	37.8	23.6	44.5	41.8	17.1	45.5	38.6	13.3
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:	32.8	36.8	23.9	29.0	37.8	23.6	44.5	41.8	17.1	45.5	38.6	13.3
LOS by Move:	C	D	C	C	D	C	D	D	B	D	D	B
HCM2kAvgQ:	9	4	4	7	7	3	4	6	7	5	5	3

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

Martial Cottle Park

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

Intersection #3354: BRANHAM/SNELL



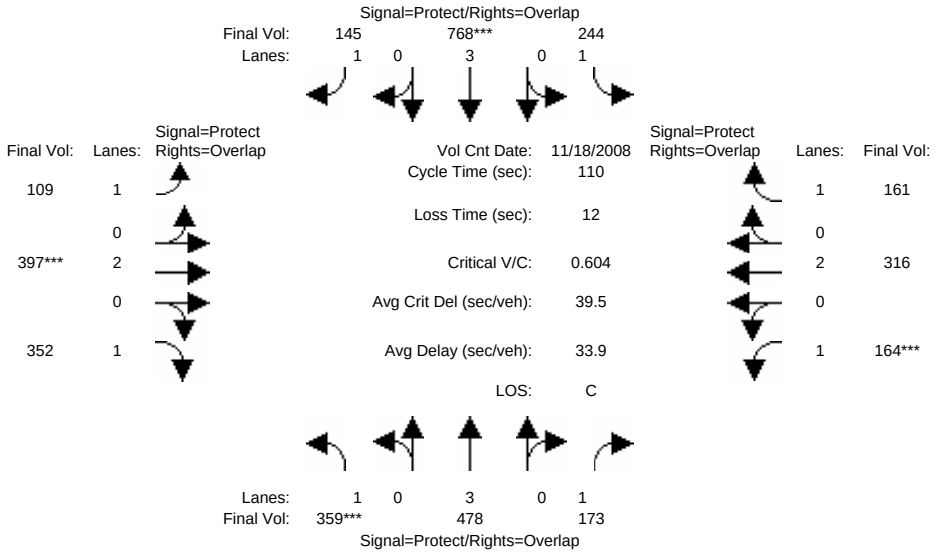
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2008 << 5:00-6:00PM												
Base Vol:	310	449	158	244	750	145	109	397	321	155	316	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	449	158	244	750	145	109	397	321	155	316	161
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:	310	449	158	244	750	145	109	397	321	155	316	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	449	158	244	750	145	109	397	321	155	316	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	449	158	244	750	145	109	397	321	155	316	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	449	158	244	750	145	109	397	321	155	316	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.08	0.09	0.14	0.13	0.08	0.06	0.10	0.18	0.09	0.08	0.09
Crit Moves:	****				****			****			****	
Green Time:	34.6	23.8	41.1	36.5	25.7	41.2	15.5	20.4	55.0	17.3	22.2	58.7
Volume/Cap:	0.56	0.36	0.24	0.42	0.56	0.22	0.44	0.56	0.37	0.56	0.41	0.17
Delay/Veh:	32.8	36.8	23.9	29.0	37.8	23.6	44.5	41.8	17.1	45.5	38.6	13.3
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:	32.8	36.8	23.9	29.0	37.8	23.6	44.5	41.8	17.1	45.5	38.6	13.3
LOS by Move:	C	D	C	C	D	C	D	D	B	D	D	B
HCM2kAvgQ:	9	4	4	7	7	3	4	6	7	5	5	3

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

Martial Cottle Park

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM (Snell and Chynoweth)

Intersection #3354: BRANHAM/SNELL



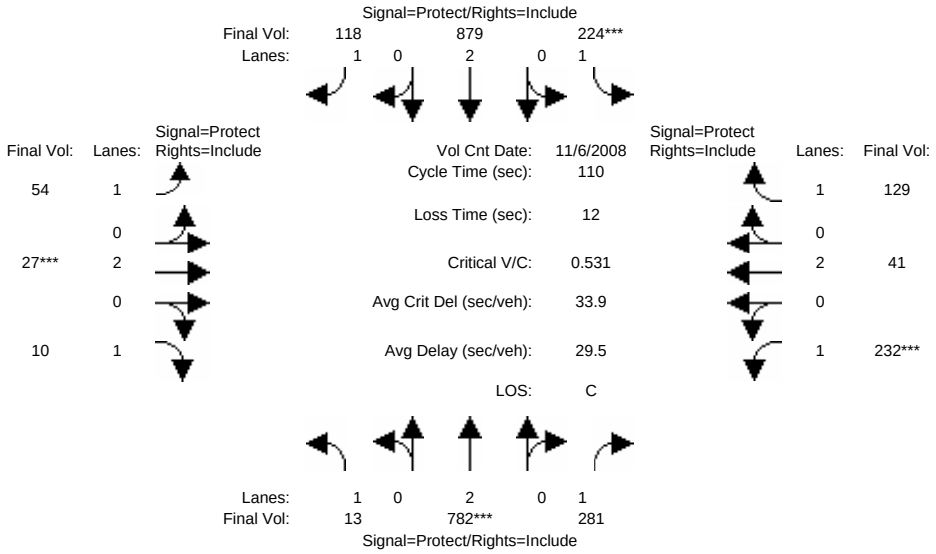
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2008 << 5:00-6:00PM												
Base Vol:	310	449	158	244	750	145	109	397	321	155	316	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	449	158	244	750	145	109	397	321	155	316	161
Added Vol:	49	29	15	0	18	0	0	0	31	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	359	478	173	244	768	145	109	397	352	164	316	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	359	478	173	244	768	145	109	397	352	164	316	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	478	173	244	768	145	109	397	352	164	316	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	359	478	173	244	768	145	109	397	352	164	316	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.08	0.10	0.14	0.13	0.08	0.06	0.10	0.20	0.09	0.08	0.09
Crit Moves:	****				****			****		****		
Green Time:	37.4	24.4	41.5	37.5	24.5	39.4	14.9	19.0	56.4	17.1	21.2	58.7
Volume/Cap:	0.60	0.38	0.26	0.41	0.60	0.23	0.46	0.60	0.39	0.60	0.43	0.17
Delay/Veh:	31.9	36.5	23.9	28.2	39.2	24.9	45.3	43.6	16.6	47.1	39.5	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	36.5	23.9	28.2	39.2	24.9	45.3	43.6	16.6	47.1	39.5	13.3
LOS by Move:	C	D	C	C	D	C	D	D	B	D	D	B
HCM2kAvgQ:	11	4	4	7	8	4	4	6	8	6	5	3

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

Martial Cottle Park

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

Intersection #3404: CHYNOWETH/SNELL



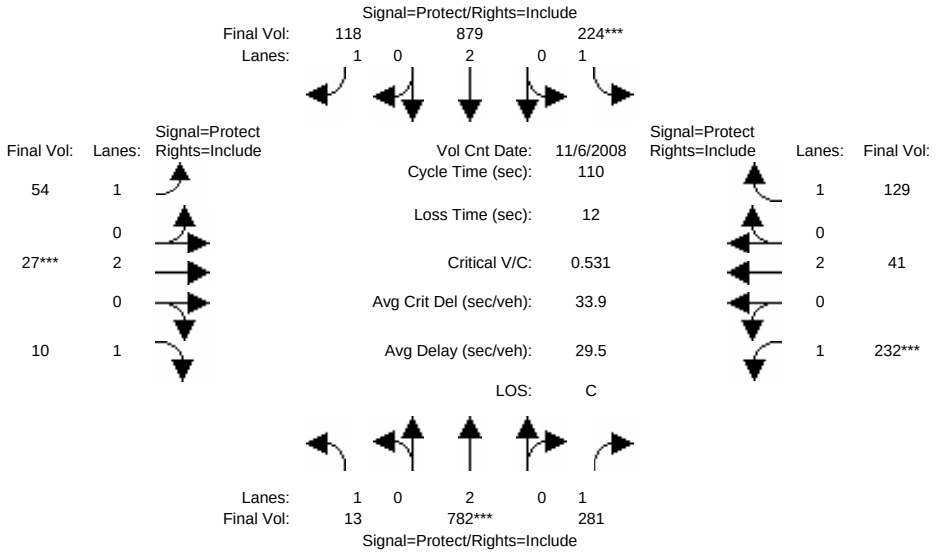
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Nov 2008 << 5:00-6:00PM												
Base Vol:	13	782	281	224	879	118	54	27	10	232	41	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	782	281	224	879	118	54	27	10	232	41	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	782	281	224	879	118	54	27	10	232	41	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	782	281	224	879	118	54	27	10	232	41	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	782	281	224	879	118	54	27	10	232	41	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	782	281	224	879	118	54	27	10	232	41	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.16	0.13	0.23	0.07	0.03	0.01	0.01	0.13	0.01	0.07
Crit Moves:		****		****				****		****		
Green Time:	13.6	38.8	38.8	24.2	49.4	49.4	14.4	10.0	10.0	25.0	20.6	20.6
Volume/Cap:	0.06	0.58	0.45	0.58	0.52	0.15	0.24	0.08	0.06	0.58	0.06	0.39
Delay/Veh:	42.7	29.6	28.0	40.7	22.0	18.0	43.4	45.9	45.9	40.1	36.8	40.0
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:	42.7	29.6	28.0	40.7	22.0	18.0	43.4	45.9	45.9	40.1	36.8	40.0
LOS by Move:	D	C	C	D	C	B	D	D	D	D	D	D
HCM2kAvgQ:	0	11	8	7	10	2	2	0	0	7	1	4

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

Martial Cottle Park

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

Intersection #3404: CHYNOWETH/SNELL



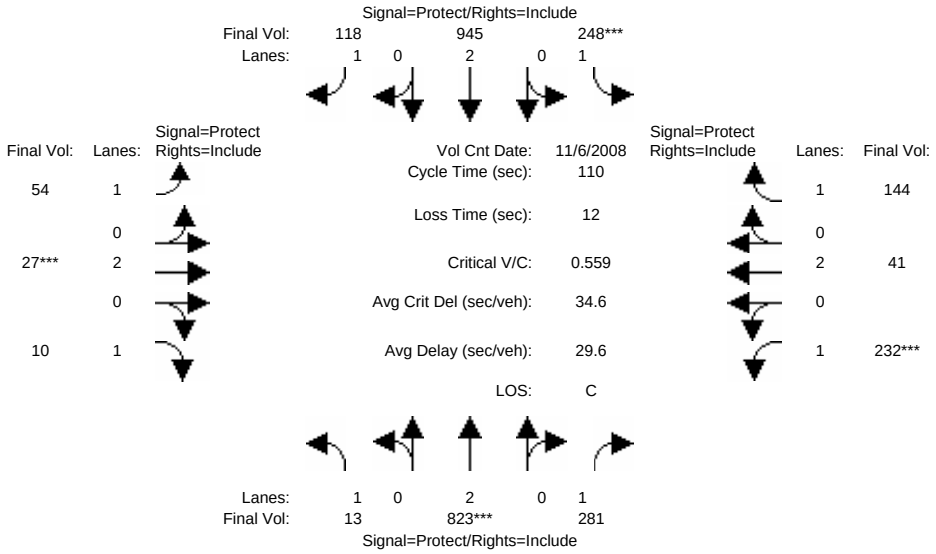
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Nov 2008 << 5:00-6:00PM												
Base Vol:	13	782	281	224	879	118	54	27	10	232	41	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	782	281	224	879	118	54	27	10	232	41	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	782	281	224	879	118	54	27	10	232	41	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	782	281	224	879	118	54	27	10	232	41	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	782	281	224	879	118	54	27	10	232	41	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	782	281	224	879	118	54	27	10	232	41	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.16	0.13	0.23	0.07	0.03	0.01	0.01	0.13	0.01	0.07
Crit Moves:		****		****				****		****		
Green Time:	13.6	38.8	38.8	24.2	49.4	49.4	14.4	10.0	10.0	25.0	20.6	20.6
Volume/Cap:	0.06	0.58	0.45	0.58	0.52	0.15	0.24	0.08	0.06	0.58	0.06	0.39
Delay/Veh:	42.7	29.6	28.0	40.7	22.0	18.0	43.4	45.9	45.9	40.1	36.8	40.0
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:	42.7	29.6	28.0	40.7	22.0	18.0	43.4	45.9	45.9	40.1	36.8	40.0
LOS by Move:	D	C	C	D	C	B	D	D	D	D	D	D
HCM2kAvgQ:	0	11	8	7	10	2	2	0	0	7	1	4

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

Martial Cottle Park

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project PM (Snell and Chynoweth)

Intersection #3404: CHYNOWETH/SNELL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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
Volume Module: >> Count Date: 6 Nov 2008 << 5:00-6:00PM												
Base Vol:	13	782	281	224	879	118	54	27	10	232	41	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	782	281	224	879	118	54	27	10	232	41	129
Added Vol:	0	41	0	24	66	0	0	0	0	0	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	823	281	248	945	118	54	27	10	232	41	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	823	281	248	945	118	54	27	10	232	41	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	823	281	248	945	118	54	27	10	232	41	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	823	281	248	945	118	54	27	10	232	41	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.16	0.14	0.25	0.07	0.03	0.01	0.01	0.13	0.01	0.08
Crit Moves:		****		****				****		****		
Green Time:	13.1	38.8	38.8	25.4	51.1	51.1	13.9	10.0	10.0	23.8	19.9	19.9
Volume/Cap:	0.06	0.61	0.45	0.61	0.53	0.15	0.24	0.08	0.06	0.61	0.06	0.46
Delay/Veh:	43.1	30.2	28.0	40.7	21.3	17.0	43.9	45.9	45.9	42.0	37.4	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	30.2	28.0	40.7	21.3	17.0	43.9	45.9	45.9	42.0	37.4	41.3
LOS by Move:	D	C	C	D	C	B	D	D	D	D	D	D
HCM2kAvgQ:	0	11	8	8	11	2	2	0	0	8	1	5

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

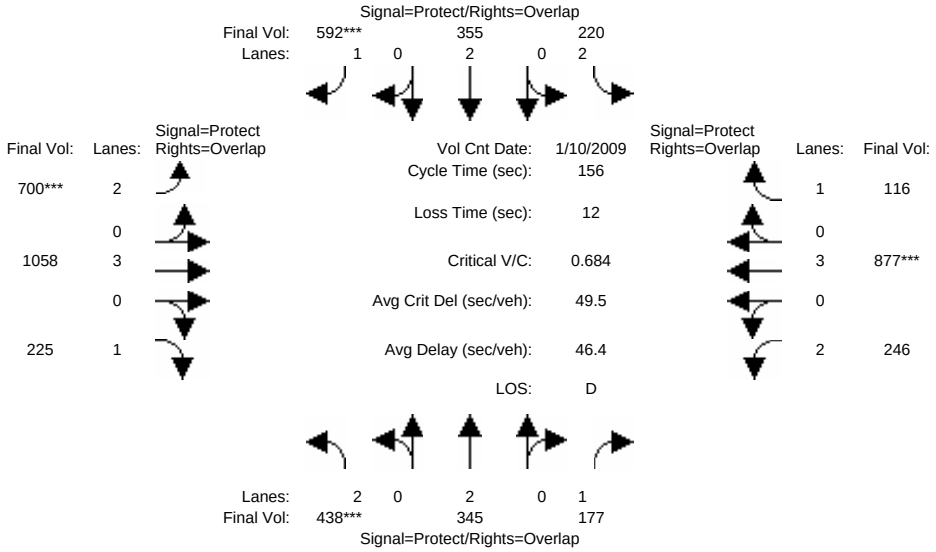
Martial Cottle Park

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing SAT				Background SAT				Project SAT						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#3081	BLOSSOM HILL/SNELL	D	46.4	0.684	49.5	D	46.4	0.684	49.5	D	46.3	0.713	+ 0.029	48.8	- 0.6	?	xx.x	x.xxx	xx.x
#3082	BRANHAM/MONTEREY	D	39.9	0.376	44.3	D	39.9	0.376	44.3	D	40.2	0.382	+ 0.006	44.8	+ 0.4	?	xx.x	x.xxx	xx.x
#3355	BRANHAM/VISTAPARK	C	23.4	0.335	23.7	C	23.4	0.335	23.7	C	25.1	0.400	+ 0.065	25.3	+ 1.6	?	xx.x	x.xxx	xx.x
#3402	CHYNOWETH/MONTEREY	D	41.9	0.459	49.6	D	41.9	0.459	49.6	D	43.7	0.502	+ 0.043	51.3	+ 1.7	?	xx.x	x.xxx	xx.x
#5715	CAPITOL/SNELL	D	46.3	0.594	52.2	D	46.3	0.594	52.2	D	47.2	0.600	+ 0.007	53.9	+ 1.7	?	xx.x	x.xxx	xx.x
#55	BRANHAM/SAFEWAY	B	11.5	0.556	16.1	B	11.5	0.556	16.1	B	11.5	0.582	+ 0.025	16.3	+ 0.2	?	xx.x	x.xxx	xx.x
#3354	BRANHAM/SNELL	C	34.7	0.603	38.5	C	34.7	0.603	38.5	D	35.1	0.665	+ 0.061	40.5	+ 2.0	?	xx.x	x.xxx	xx.x
#3404	CHYNOWETH/SNELL	C	29.6	0.448	31.0	C	29.6	0.448	31.0	C	29.1	0.506	+ 0.058	31.1	+ 0.0	?	xx.x	x.xxx	xx.x

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

Intersection #3081: BLOSSOM HILL/SNELL



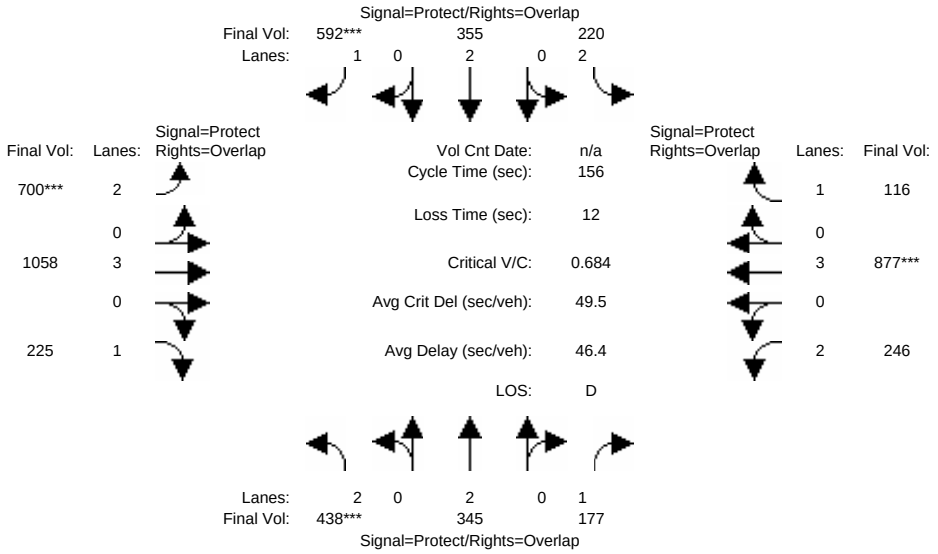
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 10 Jan 2009 <<												
Base Vol:	438	345	177	220	355	592	700	1058	225	246	877	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	345	177	220	355	592	700	1058	225	246	877	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	345	177	220	355	592	700	1058	225	246	877	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	438	345	177	220	355	592	700	1058	225	246	877	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	345	177	220	355	592	700	1058	225	246	877	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	438	345	177	220	355	592	700	1058	225	246	877	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.10	0.07	0.09	0.34	0.22	0.19	0.13	0.08	0.15	0.07
Crit Moves:	****					****	****				****	
Green Time:	31.7	32.9	58.3	25.3	26.5	77.2	50.7	60.4	92.1	25.4	35.1	60.4
Volume/Cap:	0.68	0.43	0.27	0.43	0.55	0.68	0.68	0.48	0.22	0.48	0.68	0.17
Delay/Veh:	60.6	53.8	34.3	59.4	60.3	32.4	47.6	36.1	15.1	60.0	56.9	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	53.8	34.3	59.4	60.3	32.4	47.6	36.1	15.1	60.0	56.9	31.5
LOS by Move:	E	D	C	E	E	C	D	D	B	E	E	C
HCM2kAvgQ:	13	7	6	6	8	23	17	12	5	6	13	4

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

Martial Cottle Park

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

Intersection #3081: BLOSSOM HILL/SNELL



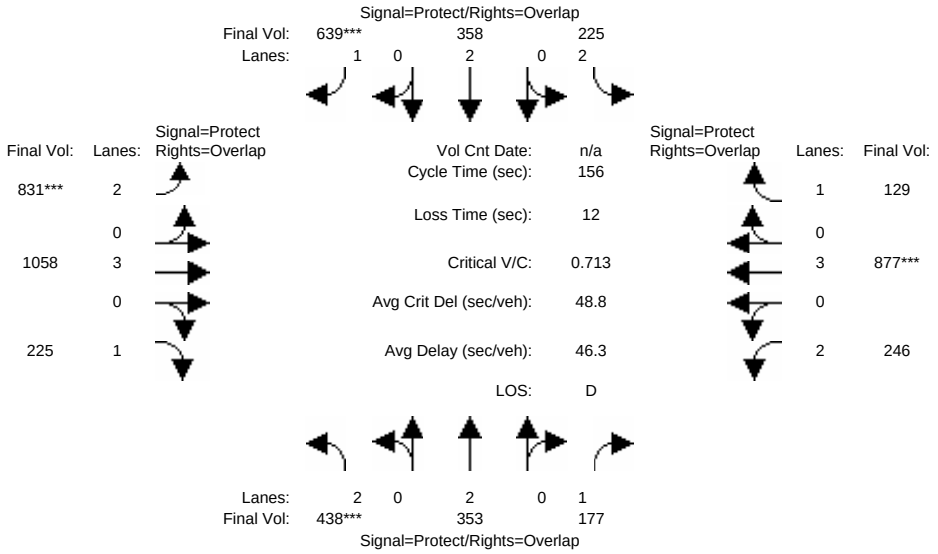
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module:												
Base Vol:	438	345	177	220	355	592	700	1058	225	246	877	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	345	177	220	355	592	700	1058	225	246	877	116
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:	438	345	177	220	355	592	700	1058	225	246	877	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	438	345	177	220	355	592	700	1058	225	246	877	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	345	177	220	355	592	700	1058	225	246	877	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	438	345	177	220	355	592	700	1058	225	246	877	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.10	0.07	0.09	0.34	0.22	0.19	0.13	0.08	0.15	0.07
Crit Moves:	****					****	****				****	
Green Time:	31.7	32.9	58.3	25.3	26.5	77.2	50.7	60.4	92.1	25.4	35.1	60.4
Volume/Cap:	0.68	0.43	0.27	0.43	0.55	0.68	0.68	0.48	0.22	0.48	0.68	0.17
Delay/Veh:	60.6	53.8	34.3	59.4	60.3	32.4	47.6	36.1	15.1	60.0	56.9	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	53.8	34.3	59.4	60.3	32.4	47.6	36.1	15.1	60.0	56.9	31.5
LOS by Move:	E	D	C	E	E	C	D	D	B	E	E	C
HCM2kAvgQ:	13	7	6	6	8	23	17	12	5	6	13	4

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

Martial Cottle Park

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

Intersection #3081: BLOSSOM HILL/SNELL



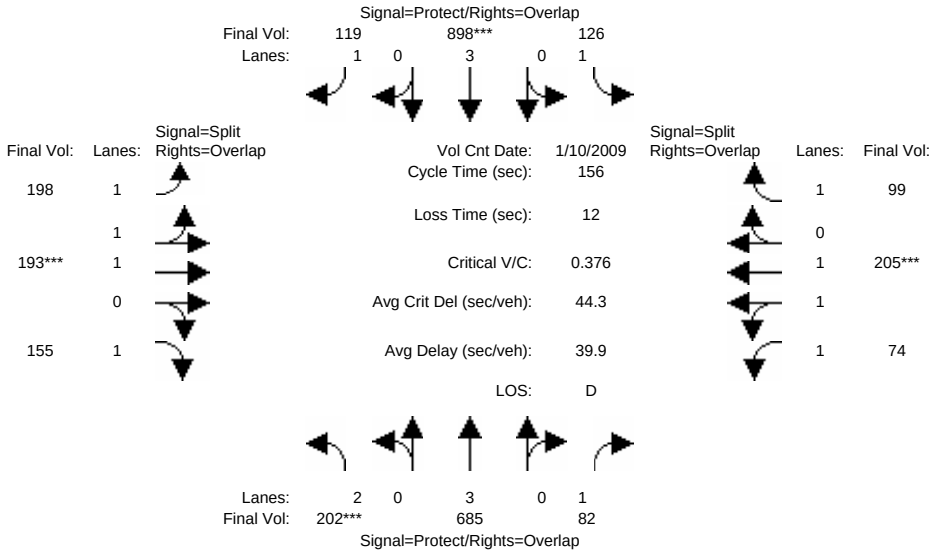
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module:												
Base Vol:	438	345	177	220	355	592	700	1058	225	246	877	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	345	177	220	355	592	700	1058	225	246	877	116
Added Vol:	0	8	0	5	3	47	131	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	353	177	225	358	639	831	1058	225	246	877	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	438	353	177	225	358	639	831	1058	225	246	877	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	353	177	225	358	639	831	1058	225	246	877	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	438	353	177	225	358	639	831	1058	225	246	877	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.09	0.10	0.07	0.09	0.37	0.26	0.19	0.13	0.08	0.15	0.07
Crit Moves:	****					****	****				****	
Green Time:	30.4	29.7	56.8	22.9	22.2	79.9	57.7	64.3	94.8	27.1	33.7	56.5
Volume/Cap:	0.71	0.49	0.28	0.49	0.66	0.71	0.71	0.45	0.21	0.45	0.71	0.20
Delay/Veh:	62.6	56.8	35.3	62.0	66.5	32.0	44.1	33.2	13.9	58.4	58.7	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	56.8	35.3	62.0	66.5	32.0	44.1	33.2	13.9	58.4	58.7	34.4
LOS by Move:	E	E	D	E	E	C	D	C	B	E	E	C
HCM2kAvgQ:	13	8	6	6	8	25	20	12	5	6	13	4

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

Martial Cottle Park

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

Intersection #3082: BRANHAM/MONTEREY



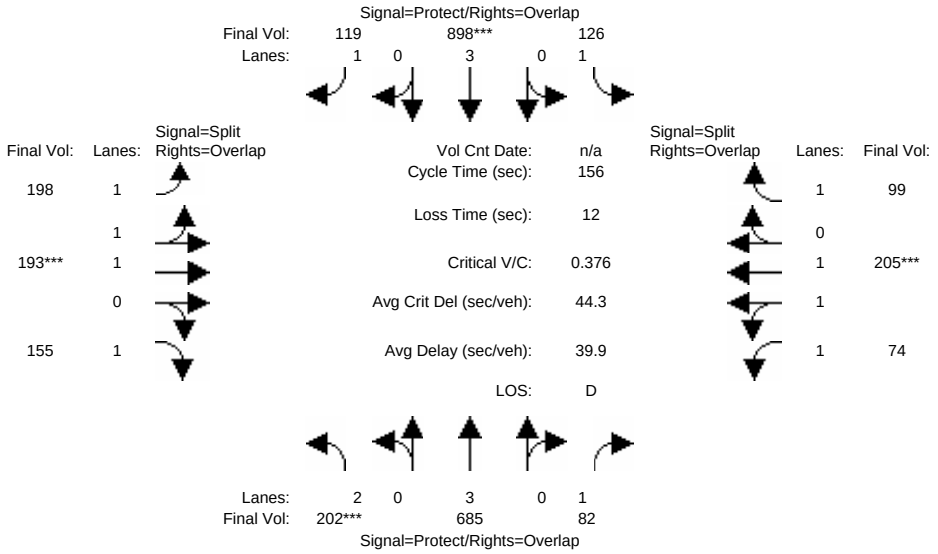
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 10 Jan 2009 <<												
Base Vol:	202	685	82	126	898	119	198	193	155	74	205	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	685	82	126	898	119	198	193	155	74	205	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	685	82	126	898	119	198	193	155	74	205	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	685	82	126	898	119	198	193	155	74	205	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	685	82	126	898	119	198	193	155	74	205	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	685	82	126	898	119	198	193	155	74	205	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.56	1.44	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	2758	2688	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.05	0.07	0.16	0.07	0.07	0.07	0.09	0.04	0.05	0.06
Crit Moves:	****				****			****			****	
Green Time:	26.6	57.5	79.8	34.4	65.3	95.1	29.8	29.8	56.3	22.4	22.4	56.8
Volume/Cap:	0.38	0.33	0.09	0.33	0.38	0.11	0.38	0.38	0.25	0.30	0.38	0.16
Delay/Veh:	57.8	35.5	19.6	51.5	31.4	12.8	55.3	55.3	35.1	59.9	60.8	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	35.5	19.6	51.5	31.4	12.8	55.3	55.3	35.1	59.9	60.8	33.6
LOS by Move:	E	D	B	D	C	B	E	E	D	E	E	C
HCM2kAvgQ:	5	7	2	5	9	2	5	5	5	4	5	3

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

Martial Cottle Park

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

Intersection #3082: BRANHAM/MONTEREY



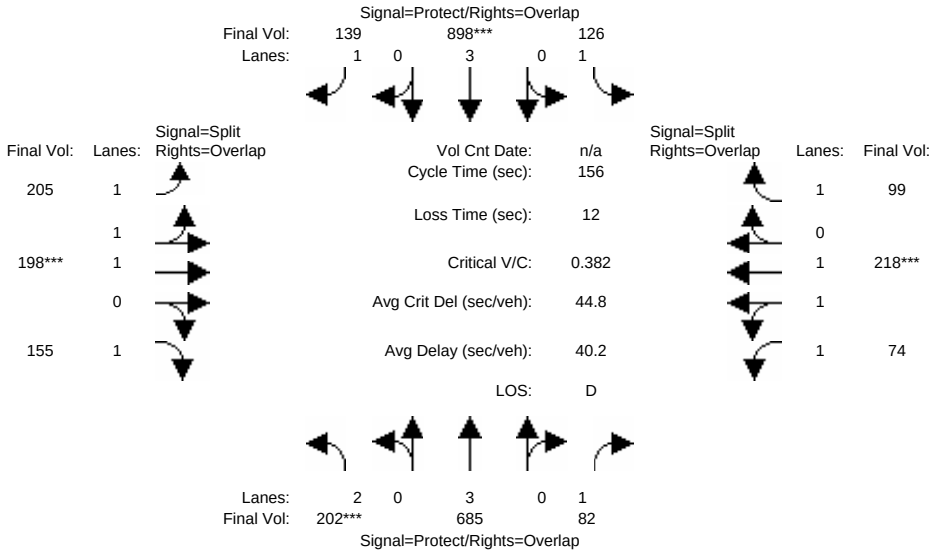
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module:												
Base Vol:	202	685	82	126	898	119	198	193	155	74	205	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	685	82	126	898	119	198	193	155	74	205	99
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:	202	685	82	126	898	119	198	193	155	74	205	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	685	82	126	898	119	198	193	155	74	205	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	685	82	126	898	119	198	193	155	74	205	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	685	82	126	898	119	198	193	155	74	205	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.56	1.44	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	2758	2688	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.05	0.07	0.16	0.07	0.07	0.07	0.09	0.04	0.05	0.06
Crit Moves:	****				****			****			****	
Green Time:	26.6	57.5	79.8	34.4	65.3	95.1	29.8	29.8	56.3	22.4	22.4	56.8
Volume/Cap:	0.38	0.33	0.09	0.33	0.38	0.11	0.38	0.38	0.25	0.30	0.38	0.16
Delay/Veh:	57.8	35.5	19.6	51.5	31.4	12.8	55.3	55.3	35.1	59.9	60.8	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	35.5	19.6	51.5	31.4	12.8	55.3	55.3	35.1	59.9	60.8	33.6
LOS by Move:	E	D	B	D	C	B	E	E	D	E	E	C
HCM2kAvgQ:	5	7	2	5	9	2	5	5	5	4	5	3

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

Martial Cottle Park

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

Intersection #3082: BRANHAM/MONTEREY



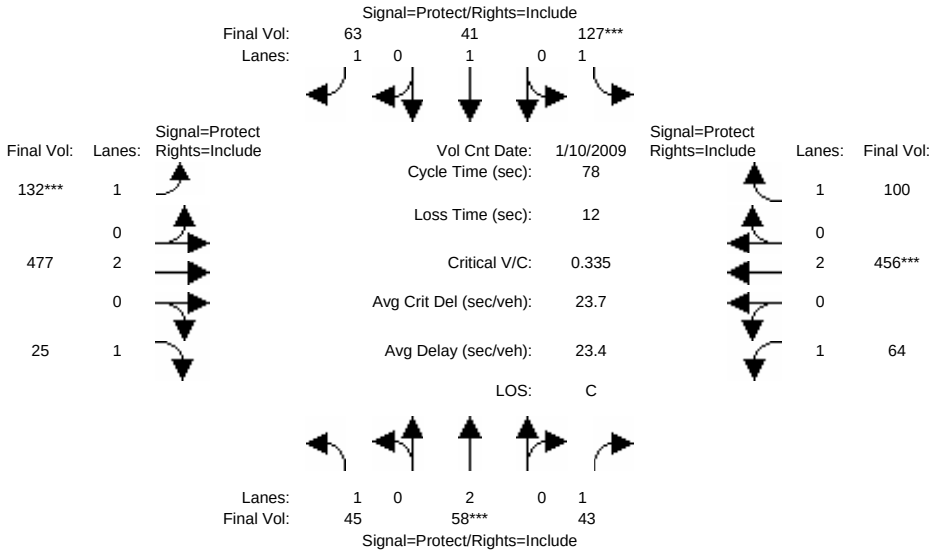
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module:												
Base Vol:	202	685	82	126	898	119	198	193	155	74	205	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	685	82	126	898	119	198	193	155	74	205	99
Added Vol:	0	0	0	0	0	20	7	5	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	685	82	126	898	139	205	198	155	74	218	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	685	82	126	898	139	205	198	155	74	218	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	685	82	126	898	139	205	198	155	74	218	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	685	82	126	898	139	205	198	155	74	218	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.57	1.43	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	2770	2676	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.05	0.07	0.16	0.08	0.07	0.07	0.09	0.04	0.06	0.06
Crit Moves:	****				****			****			****	
Green Time:	26.2	56.5	79.9	33.9	64.3	94.4	30.2	30.2	56.3	23.4	23.4	57.3
Volume/Cap:	0.38	0.33	0.09	0.33	0.38	0.13	0.38	0.38	0.25	0.28	0.38	0.15
Delay/Veh:	58.2	36.1	19.5	52.0	32.1	13.2	55.0	55.0	35.1	59.0	60.1	33.2
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:	58.2	36.1	19.5	52.0	32.1	13.2	55.0	55.0	35.1	59.0	60.1	33.2
LOS by Move:	E	D	B	D	C	B	E	E	D	E	E	C
HCM2kAvgQ:	5	8	2	5	10	3	6	6	5	3	5	3

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

Martial Cottle Park

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

Intersection #3355: BRANHAM/VISTAPARK



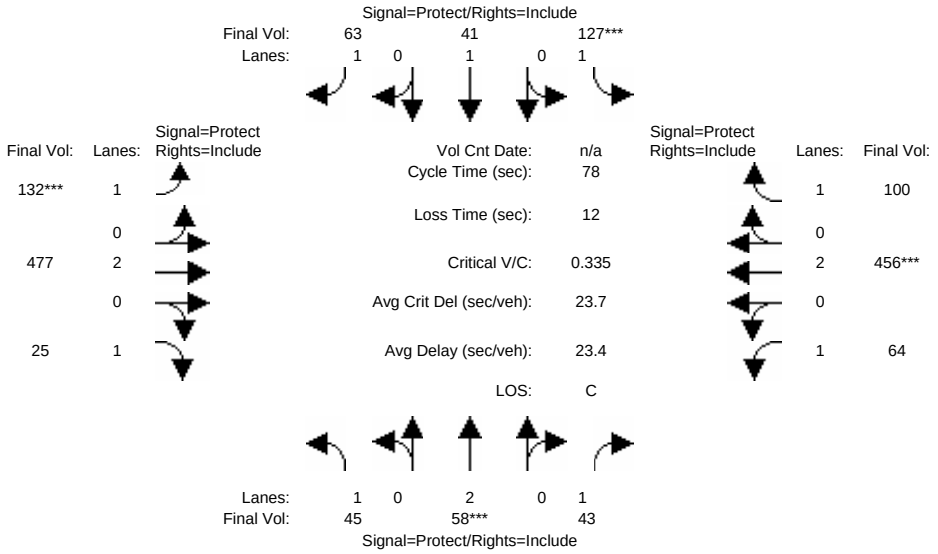
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 10 Jan 2009 <<												
Base Vol:	45	58	43	127	41	63	132	477	25	64	456	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	58	43	127	41	63	132	477	25	64	456	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	58	43	127	41	63	132	477	25	64	456	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	58	43	127	41	63	132	477	25	64	456	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	58	43	127	41	63	132	477	25	64	456	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	45	58	43	127	41	63	132	477	25	64	456	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.07	0.02	0.04	0.08	0.13	0.01	0.04	0.12	0.06
Crit Moves:		****		****			****				****	
Green Time:	10.4	10.0	10.0	15.2	14.8	14.8	15.8	24.0	24.0	16.8	25.1	25.1
Volume/Cap:	0.19	0.12	0.19	0.37	0.11	0.19	0.37	0.41	0.05	0.17	0.37	0.18
Delay/Veh:	30.5	30.2	30.8	28.0	26.3	26.8	27.5	21.6	19.0	25.1	20.6	19.2
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:	30.5	30.2	30.8	28.0	26.3	26.8	27.5	21.6	19.0	25.1	20.6	19.2
LOS by Move:	C	C	C	C	C	C	C	C	B	C	C	B
HCM2kAvgQ:	1	1	1	3	1	1	3	5	0	1	4	2

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

Martial Cottle Park

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

Intersection #3355: BRANHAM/VISTAPARK



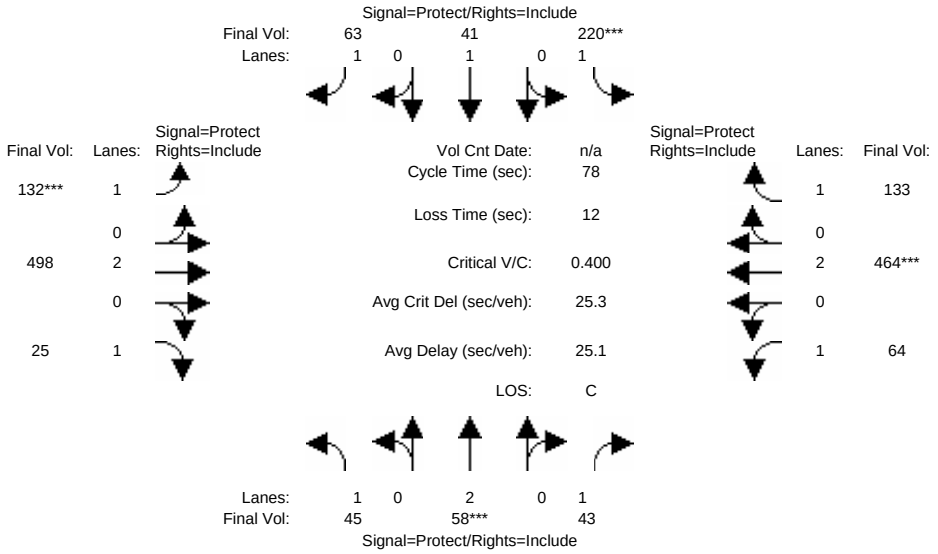
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module:												
Base Vol:	45	58	43	127	41	63	132	477	25	64	456	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	58	43	127	41	63	132	477	25	64	456	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	58	43	127	41	63	132	477	25	64	456	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	58	43	127	41	63	132	477	25	64	456	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	58	43	127	41	63	132	477	25	64	456	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	45	58	43	127	41	63	132	477	25	64	456	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.07	0.02	0.04	0.08	0.13	0.01	0.04	0.12	0.06
Crit Moves:		****		****			****				****	
Green Time:	10.4	10.0	10.0	15.2	14.8	14.8	15.8	24.0	24.0	16.8	25.1	25.1
Volume/Cap:	0.19	0.12	0.19	0.37	0.11	0.19	0.37	0.41	0.05	0.17	0.37	0.18
Delay/Veh:	30.5	30.2	30.8	28.0	26.3	26.8	27.5	21.6	19.0	25.1	20.6	19.2
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:	30.5	30.2	30.8	28.0	26.3	26.8	27.5	21.6	19.0	25.1	20.6	19.2
LOS by Move:	C	C	C	C	C	C	C	C	B	C	C	B
HCM2kAvgQ:	1	1	1	3	1	1	3	5	0	1	4	2

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

Martial Cottle Park

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

Intersection #3355: BRANHAM/VISTAPARK



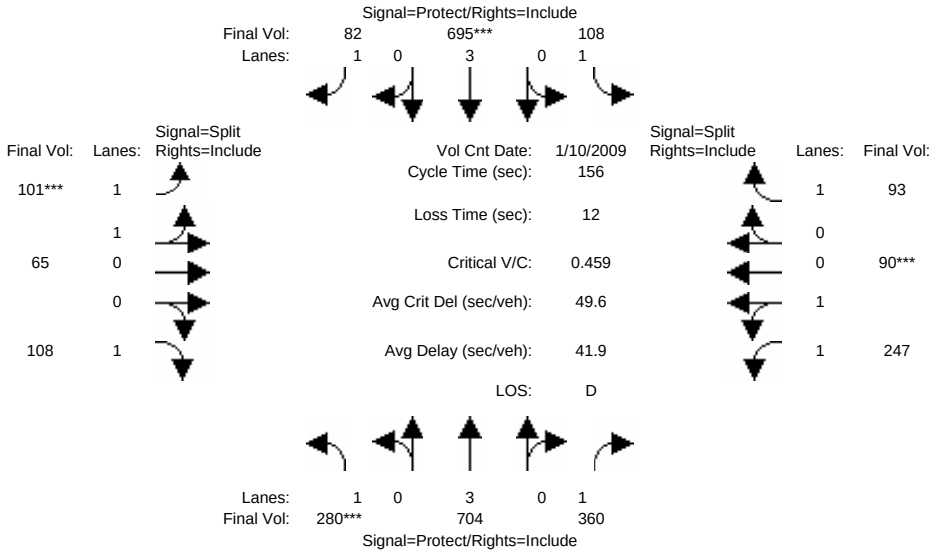
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module:												
Base Vol:	45	58	43	127	41	63	132	477	25	64	456	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	58	43	127	41	63	132	477	25	64	456	100
Added Vol:	0	0	0	93	0	0	0	21	0	0	8	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	58	43	220	41	63	132	498	25	64	464	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	58	43	220	41	63	132	498	25	64	464	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	58	43	220	41	63	132	498	25	64	464	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:	45	58	43	220	41	63	132	498	25	64	464	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.13	0.02	0.04	0.08	0.13	0.01	0.04	0.12	0.08
Crit Moves:		****		****			****				****	
Green Time:	13.1	10.0	10.0	21.8	18.7	18.7	13.1	20.3	20.3	13.9	21.2	21.2
Volume/Cap:	0.15	0.12	0.19	0.45	0.09	0.15	0.45	0.50	0.05	0.21	0.45	0.28
Delay/Veh:	28.0	30.2	30.8	23.8	23.1	23.6	30.3	25.0	21.7	27.7	23.9	22.7
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:	28.0	30.2	30.8	23.8	23.1	23.6	30.3	25.0	21.7	27.7	23.9	22.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	1	1	5	1	1	4	6	0	1	5	3

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

Martial Cottle Park

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

Intersection #3402: CHYNOWETH/MONTEREY



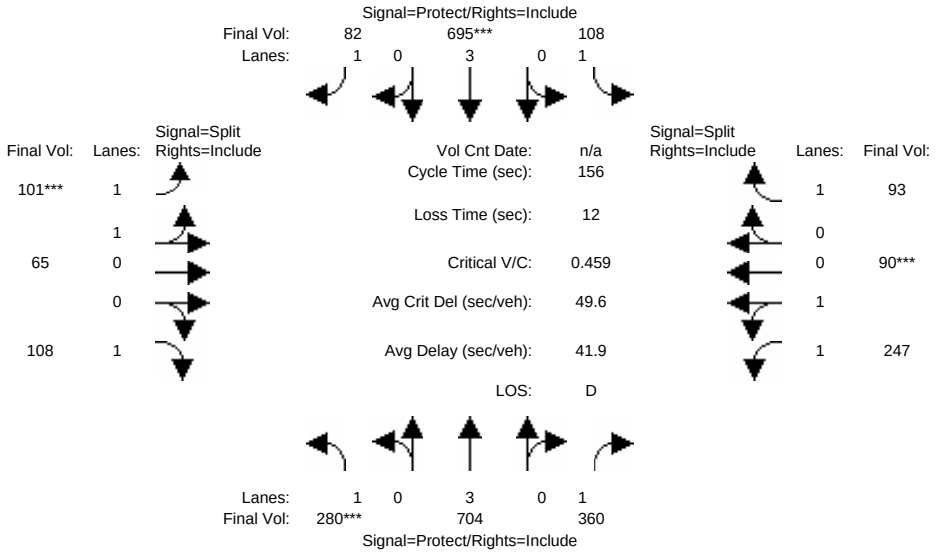
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 10 Jan 2009 <<												
Base Vol:	280	704	360	108	695	82	101	65	108	247	90	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	704	360	108	695	82	101	65	108	247	90	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	704	360	108	695	82	101	65	108	247	90	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	704	360	108	695	82	101	65	108	247	90	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	704	360	108	695	82	101	65	108	247	90	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	280	704	360	108	695	82	101	65	108	247	90	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.23	0.77	1.00	1.47	0.53	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	2160	1390	1750	2602	948	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.21	0.06	0.12	0.05	0.05	0.05	0.06	0.09	0.09	0.05
Crit Moves:	****				****		****				****	
Green Time:	54.4	73.7	73.7	22.1	41.4	41.4	21.0	21.0	21.0	32.3	32.3	32.3
Volume/Cap:	0.46	0.26	0.44	0.44	0.46	0.18	0.35	0.35	0.46	0.46	0.46	0.26
Delay/Veh:	39.9	24.8	27.7	62.5	48.1	44.3	61.7	61.7	63.7	54.7	54.7	52.2
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:	39.9	24.8	27.7	62.5	48.1	44.3	61.7	61.7	63.7	54.7	54.7	52.2
LOS by Move:	D	C	C	E	D	D	E	E	E	D	D	D
HCM2kAvgQ:	11	6	12	5	9	3	4	4	5	7	7	4

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

Martial Cottle Park

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

Intersection #3402: CHYNOWETH/MONTEREY



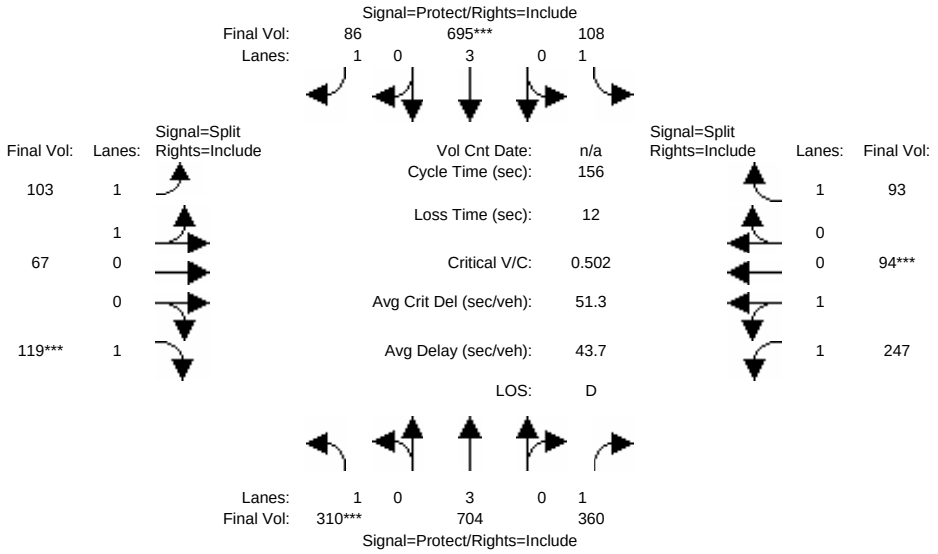
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module:												
Base Vol:	280	704	360	108	695	82	101	65	108	247	90	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	704	360	108	695	82	101	65	108	247	90	93
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:	280	704	360	108	695	82	101	65	108	247	90	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	704	360	108	695	82	101	65	108	247	90	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	704	360	108	695	82	101	65	108	247	90	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	280	704	360	108	695	82	101	65	108	247	90	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.23	0.77	1.00	1.47	0.53	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	2160	1390	1750	2602	948	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.21	0.06	0.12	0.05	0.05	0.05	0.06	0.09	0.09	0.05
Crit Moves:	****				****		****				****	
Green Time:	54.4	73.7	73.7	22.1	41.4	41.4	21.0	21.0	21.0	32.3	32.3	32.3
Volume/Cap:	0.46	0.26	0.44	0.44	0.46	0.18	0.35	0.35	0.46	0.46	0.46	0.26
Delay/Veh:	39.9	24.8	27.7	62.5	48.1	44.3	61.7	61.7	63.7	54.7	54.7	52.2
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:	39.9	24.8	27.7	62.5	48.1	44.3	61.7	61.7	63.7	54.7	54.7	52.2
LOS by Move:	D	C	C	E	D	D	E	E	E	D	D	D
HCM2kAvgQ:	11	6	12	5	9	3	4	4	5	7	7	4

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

Martial Cottle Park

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

Intersection #3402: CHYNOWETH/MONTEREY



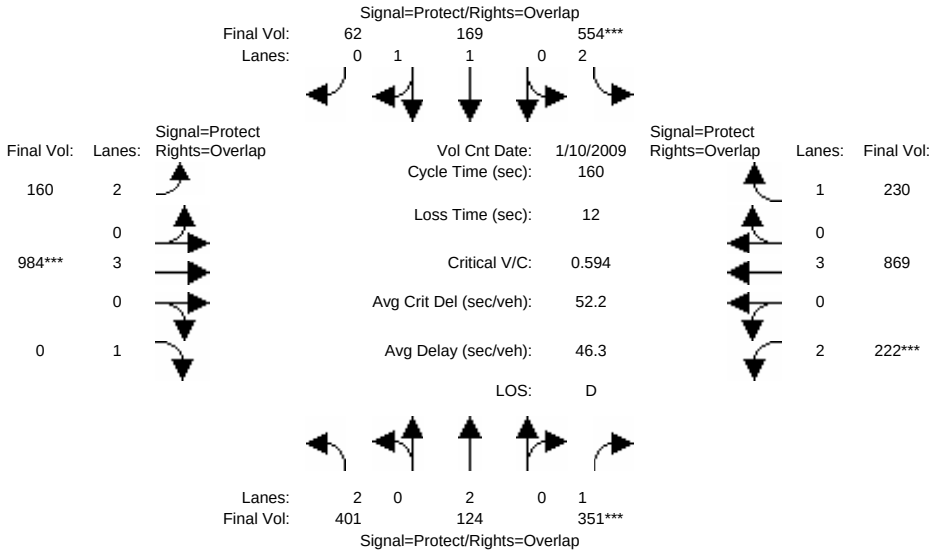
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module:												
Base Vol:	280	704	360	108	695	82	101	65	108	247	90	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	704	360	108	695	82	101	65	108	247	90	93
Added Vol:	30	0	0	0	0	4	2	2	11	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	704	360	108	695	86	103	67	119	247	94	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	704	360	108	695	86	103	67	119	247	94	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	704	360	108	695	86	103	67	119	247	94	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	310	704	360	108	695	86	103	67	119	247	94	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.22	0.78	1.00	1.46	0.54	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	2151	1399	1750	2571	979	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.12	0.21	0.06	0.12	0.05	0.05	0.05	0.07	0.10	0.10	0.05
Crit Moves:	****				****				****		****	
Green Time:	55.1	71.5	71.5	21.5	37.9	37.9	21.1	21.1	21.1	29.9	29.9	29.9
Volume/Cap:	0.50	0.27	0.45	0.45	0.50	0.20	0.35	0.35	0.50	0.50	0.50	0.28
Delay/Veh:	40.3	26.1	29.2	63.2	51.2	47.2	61.7	61.7	64.2	57.0	57.0	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	26.1	29.2	63.2	51.2	47.2	61.7	61.7	64.2	57.0	57.0	54.3
LOS by Move:	D	C	C	E	D	D	E	E	E	E	E	D
HCM2kAvgQ:	12	7	12	5	9	3	4	4	6	8	8	4

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

Martial Cottle Park

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

Intersection #5715: CAPITOL/SNELL



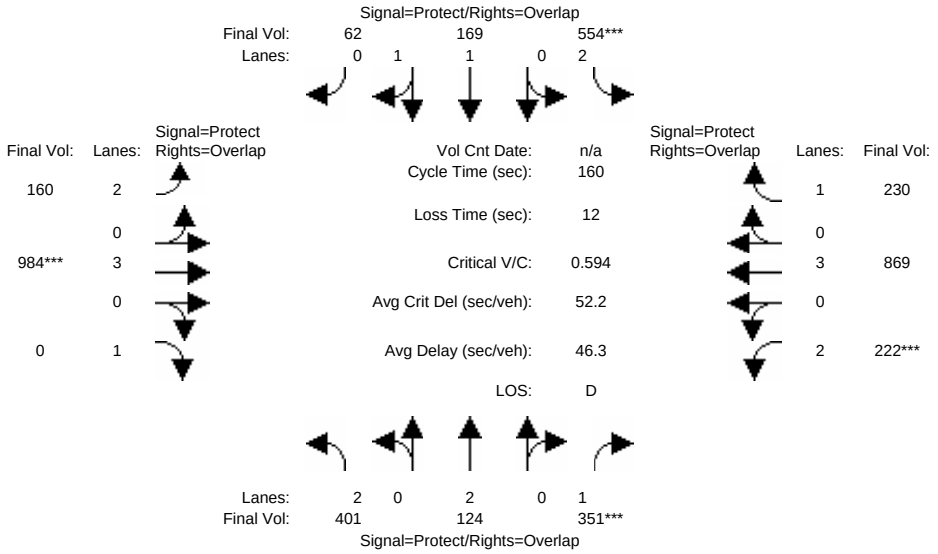
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	77	10	14	62	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module: >> Count Date: 10 Jan 2009 <<												
Base Vol:	401	124	351	554	169	62	160	984	0	222	869	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	124	351	554	169	62	160	984	0	222	869	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	124	351	554	169	62	160	984	0	222	869	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	124	351	554	169	62	160	984	0	222	869	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	124	351	554	169	62	160	984	0	222	869	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	124	351	554	169	62	160	984	0	222	869	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.45	0.55	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	2706	993	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.20	0.18	0.06	0.06	0.05	0.17	0.00	0.07	0.15	0.13
Crit Moves:			****	****				****		****		
Green Time:	38.2	22.3	36.3	34.7	18.8	35.5	16.8	77.0	0.0	14.0	74.2	108.9
Volume/Cap:	0.53	0.23	0.88	0.81	0.53	0.28	0.48	0.36	0.00	0.81	0.33	0.19
Delay/Veh:	53.8	61.5	80.1	66.8	67.8	51.8	68.7	26.1	0.0	87.4	27.2	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	61.5	80.1	66.8	67.8	51.8	68.7	26.1	0.0	87.4	27.2	9.5
LOS by Move:	D	E	F	E	E	D	E	C	A	F	C	A
HCM2kAvgQ:	11	3	20	18	6	5	4	10	0	7	9	4

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

Martial Cottle Park

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

Intersection #5715: CAPITOL/SNELL



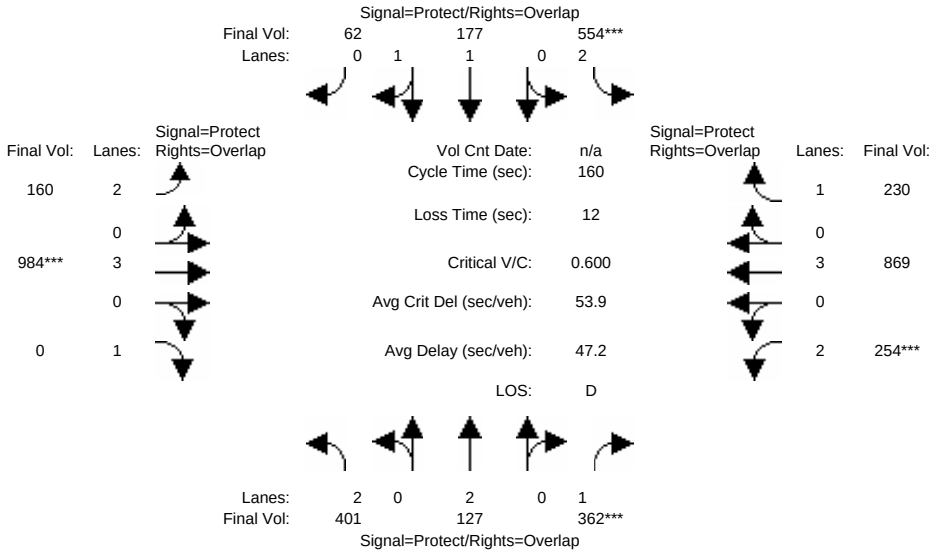
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	77	10	14	62	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module:												
Base Vol:	401	124	351	554	169	62	160	984	0	222	869	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	124	351	554	169	62	160	984	0	222	869	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	124	351	554	169	62	160	984	0	222	869	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	124	351	554	169	62	160	984	0	222	869	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	124	351	554	169	62	160	984	0	222	869	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	124	351	554	169	62	160	984	0	222	869	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.45	0.55	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	2706	993	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.20	0.18	0.06	0.06	0.05	0.17	0.00	0.07	0.15	0.13
Crit Moves:			****	****				****		****		
Green Time:	38.2	22.3	36.3	34.7	18.8	35.5	16.8	77.0	0.0	14.0	74.2	108.9
Volume/Cap:	0.53	0.23	0.88	0.81	0.53	0.28	0.48	0.36	0.00	0.81	0.33	0.19
Delay/Veh:	53.8	61.5	80.1	66.8	67.8	51.8	68.7	26.1	0.0	87.4	27.2	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	61.5	80.1	66.8	67.8	51.8	68.7	26.1	0.0	87.4	27.2	9.5
LOS by Move:	D	E	F	E	E	D	E	C	A	F	C	A
HCM2kAvgQ:	11	3	20	18	6	5	4	10	0	7	9	4

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

Martial Cottle Park

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

Intersection #5715: CAPITOL/SNELL



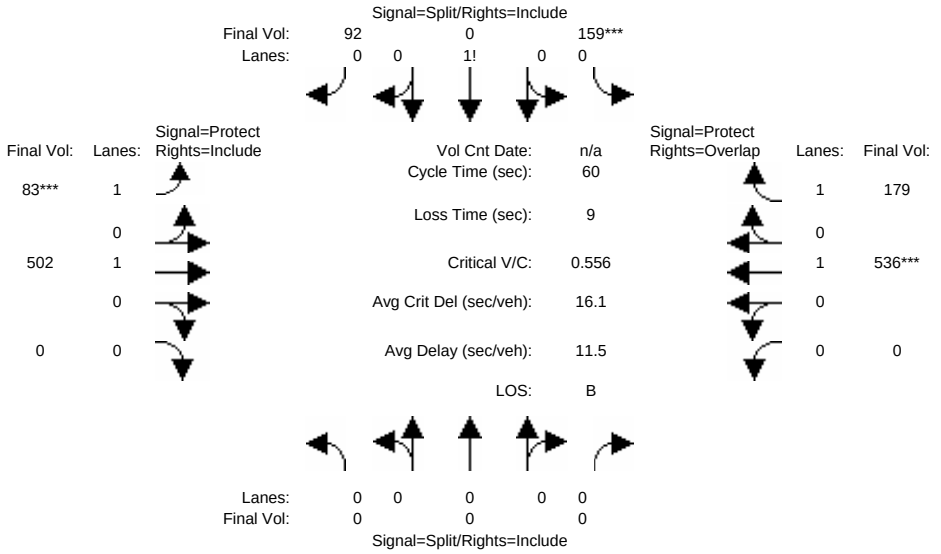
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	77	10	14	62	10
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Module:												
Base Vol:	401	124	351	554	169	62	160	984	0	222	869	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	401	124	351	554	169	62	160	984	0	222	869	230
Added Vol:	0	3	11	0	8	0	0	0	0	32	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	127	362	554	177	62	160	984	0	254	869	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	401	127	362	554	177	62	160	984	0	254	869	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	127	362	554	177	62	160	984	0	254	869	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	127	362	554	177	62	160	984	0	254	869	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.47	0.53	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	2739	960	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.21	0.18	0.06	0.06	0.05	0.17	0.00	0.08	0.15	0.13
Crit Moves:			****	****				****		****		
Green Time:	37.0	22.5	37.8	33.2	18.8	35.8	17.0	77.0	0.0	15.2	75.2	108.5
Volume/Cap:	0.55	0.24	0.88	0.85	0.55	0.29	0.48	0.36	0.00	0.85	0.32	0.19
Delay/Veh:	55.1	61.3	77.4	71.0	68.1	51.8	68.4	26.1	0.0	90.8	26.6	9.6
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:	55.1	61.3	77.4	71.0	68.1	51.8	68.4	26.1	0.0	90.8	26.6	9.6
LOS by Move:	E	E	E	E	E	D	E	C	A	F	C	A
HCM2kAvgQ:	11	3	20	18	6	6	4	10	0	8	8	4

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

Martial Cottle Park

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

Intersection #55: BRANHAM/SAFEWAY



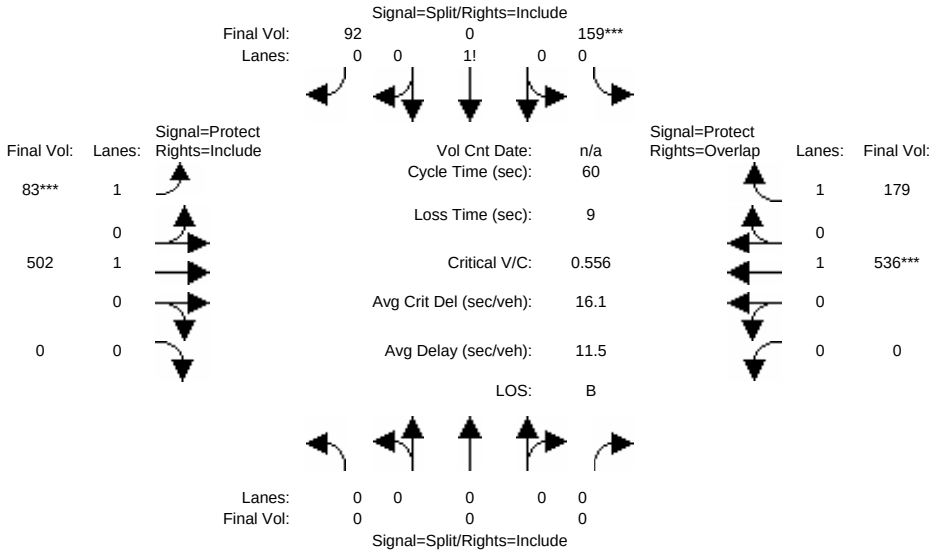
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	159	0	92	83	502	0	0	536	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	159	0	92	83	502	0	0	536	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	159	0	92	83	502	0	0	536	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	159	0	92	83	502	0	0	536	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	92	83	502	0	0	536	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	159	0	92	83	502	0	0	536	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.63	0.00	0.37	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1109	0	641	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.05	0.26	0.00	0.00	0.28	0.10
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	14.8	0.0	14.8	7.0	36.2	0.0	0.0	29.2	44.0
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.58	0.41	0.44	0.00	0.00	0.58	0.14
Delay/Veh:	0.0	0.0	0.0	21.8	0.0	21.8	25.9	6.7	0.0	0.0	12.0	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.8	0.0	21.8	25.9	6.7	0.0	0.0	12.0	2.4
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	5	2	5	0	0	7	1

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

Martial Cottle Park

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

Intersection #55: BRANHAM/SAFEWAY



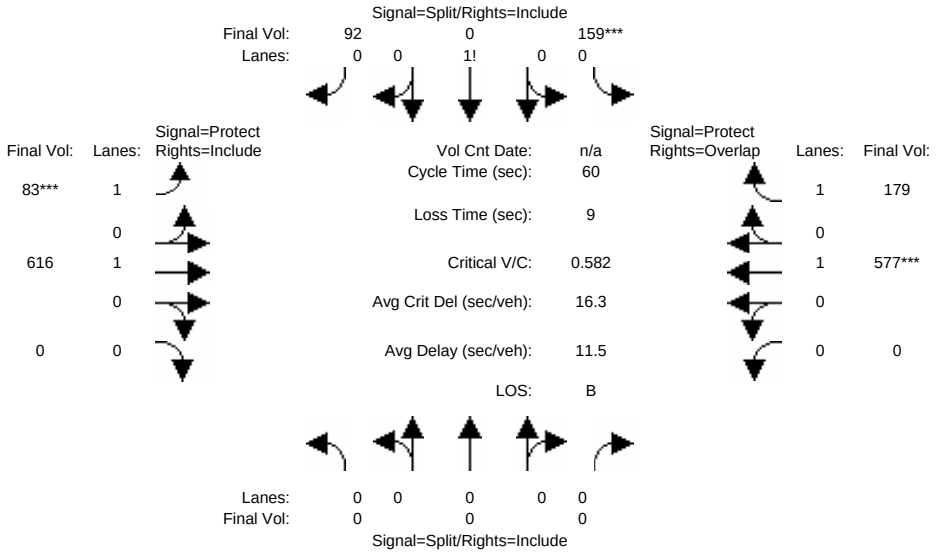
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	159	0	92	83	502	0	0	536	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	159	0	92	83	502	0	0	536	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	159	0	92	83	502	0	0	536	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	159	0	92	83	502	0	0	536	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	92	83	502	0	0	536	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	159	0	92	83	502	0	0	536	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.63	0.00	0.37	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1109	0	641	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.05	0.26	0.00	0.00	0.28	0.10
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	14.8	0.0	14.8	7.0	36.2	0.0	0.0	29.2	44.0
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.58	0.41	0.44	0.00	0.00	0.58	0.14
Delay/Veh:	0.0	0.0	0.0	21.8	0.0	21.8	25.9	6.7	0.0	0.0	12.0	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.8	0.0	21.8	25.9	6.7	0.0	0.0	12.0	2.4
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	5	0	5	2	5	0	0	7	1

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

Martial Cottle Park

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project SAT (Snell and Chynoweth)

Intersection #55: BRANHAM/SAFEWAY



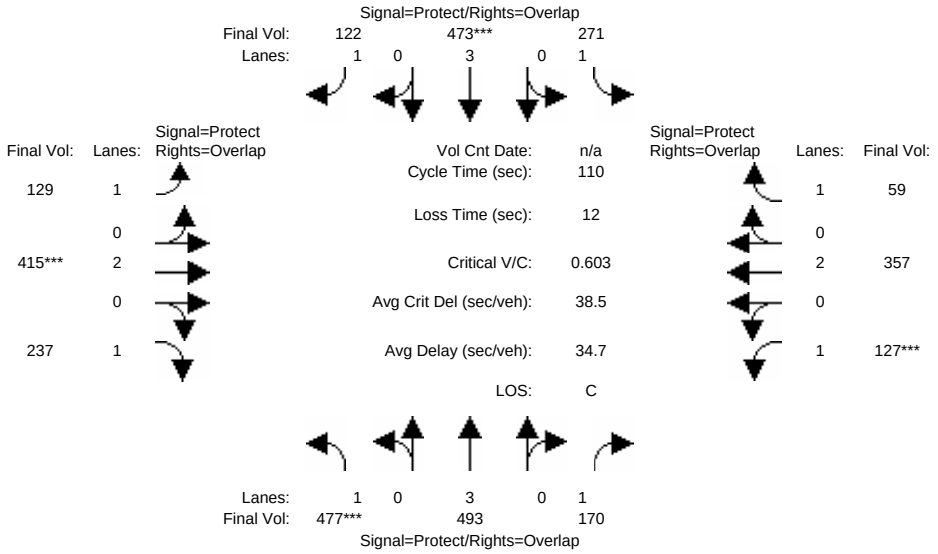
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	159	0	92	83	502	0	0	536	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	159	0	92	83	502	0	0	536	179
Added Vol:	0	0	0	0	0	0	0	114	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	159	0	92	83	616	0	0	577	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	159	0	92	83	616	0	0	577	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	92	83	616	0	0	577	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	159	0	92	83	616	0	0	577	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.63	0.00	0.37	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1109	0	641	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.05	0.32	0.00	0.00	0.30	0.10
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	14.1	0.0	14.1	7.0	36.9	0.0	0.0	29.9	44.0
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.61	0.41	0.53	0.00	0.00	0.61	0.14
Delay/Veh:	0.0	0.0	0.0	23.1	0.0	23.1	25.9	7.0	0.0	0.0	12.0	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.1	0.0	23.1	25.9	7.0	0.0	0.0	12.0	2.4
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	6	0	6	2	7	0	0	8	1

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

Martial Cottle Park

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

Intersection #3354: BRANHAM/SNELL



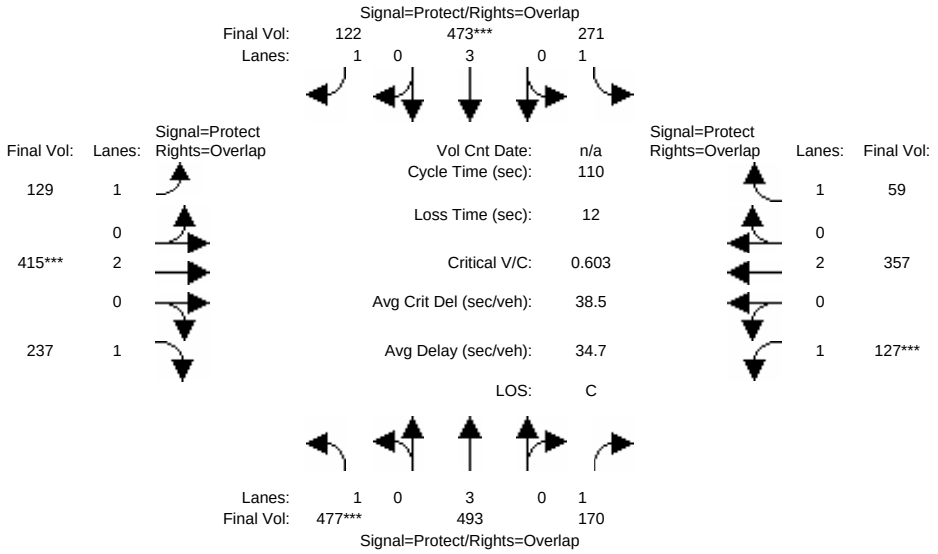
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	477	493	170	271	473	122	129	415	237	127	357	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	493	170	271	473	122	129	415	237	127	357	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	477	493	170	271	473	122	129	415	237	127	357	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	477	493	170	271	473	122	129	415	237	127	357	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	493	170	271	473	122	129	415	237	127	357	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	477	493	170	271	473	122	129	415	237	127	357	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.09	0.10	0.15	0.08	0.07	0.07	0.11	0.14	0.07	0.09	0.03
Crit Moves:	****				****			****		****		
Green Time:	49.7	24.0	37.2	40.9	15.1	29.7	14.6	19.9	69.6	13.2	18.6	59.4
Volume/Cap:	0.60	0.40	0.29	0.42	0.60	0.26	0.56	0.60	0.21	0.60	0.56	0.06
Delay/Veh:	24.0	37.0	26.9	26.1	45.9	31.8	47.7	42.9	8.7	50.8	43.0	12.1
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:	24.0	37.0	26.9	26.1	45.9	31.8	47.7	42.9	8.7	50.8	43.0	12.1
LOS by Move:	C	D	C	C	D	C	D	D	A	D	D	B
HCM2kAvgQ:	13	5	4	7	5	3	4	6	4	4	5	1

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

Martial Cottle Park

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

Intersection #3354: BRANHAM/SNELL



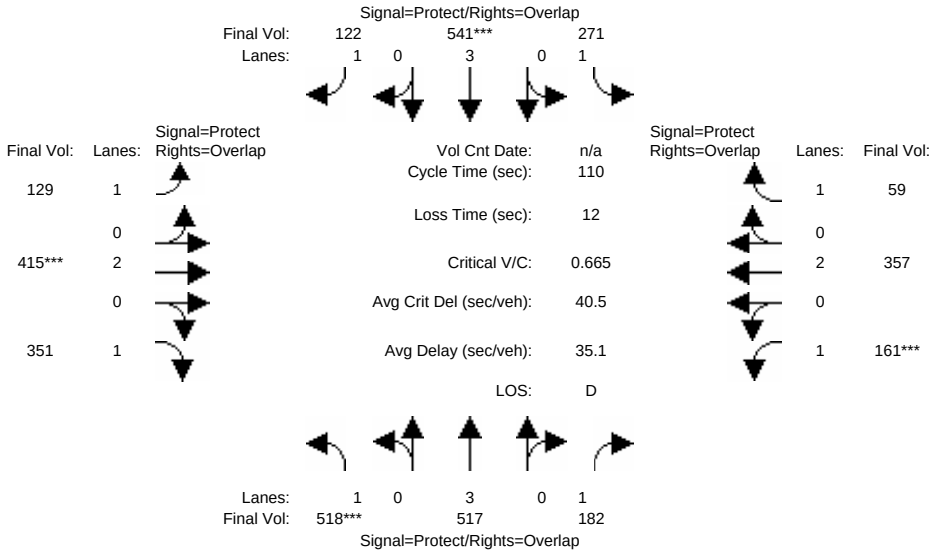
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	477	493	170	271	473	122	129	415	237	127	357	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	493	170	271	473	122	129	415	237	127	357	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	477	493	170	271	473	122	129	415	237	127	357	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	477	493	170	271	473	122	129	415	237	127	357	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	493	170	271	473	122	129	415	237	127	357	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	477	493	170	271	473	122	129	415	237	127	357	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.09	0.10	0.15	0.08	0.07	0.07	0.11	0.14	0.07	0.09	0.03
Crit Moves:	****				****			****		****		
Green Time:	49.7	24.0	37.2	40.9	15.1	29.7	14.6	19.9	69.6	13.2	18.6	59.4
Volume/Cap:	0.60	0.40	0.29	0.42	0.60	0.26	0.56	0.60	0.21	0.60	0.56	0.06
Delay/Veh:	24.0	37.0	26.9	26.1	45.9	31.8	47.7	42.9	8.7	50.8	43.0	12.1
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:	24.0	37.0	26.9	26.1	45.9	31.8	47.7	42.9	8.7	50.8	43.0	12.1
LOS by Move:	C	D	C	C	D	C	D	D	A	D	D	B
HCM2kAvgQ:	13	5	4	7	5	3	4	6	4	4	5	1

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

Martial Cottle Park

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project SAT (Snell and Chynoweth)

Intersection #3354: BRANHAM/SNELL



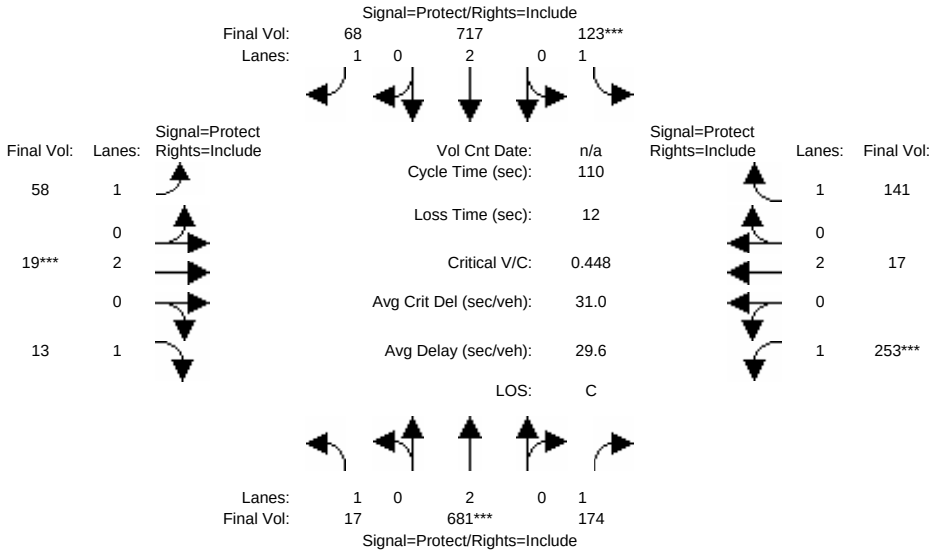
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	477	493	170	271	473	122	129	415	237	127	357	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	493	170	271	473	122	129	415	237	127	357	59
Added Vol:	41	24	12	0	68	0	0	0	114	34	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	518	517	182	271	541	122	129	415	351	161	357	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	518	517	182	271	541	122	129	415	351	161	357	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	517	182	271	541	122	129	415	351	161	357	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	518	517	182	271	541	122	129	415	351	161	357	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.09	0.10	0.15	0.09	0.07	0.07	0.11	0.20	0.09	0.09	0.03
Crit Moves:	****				****			****		****		
Green Time:	49.0	23.9	39.2	40.8	15.7	30.3	14.6	18.1	67.1	15.2	18.7	59.4
Volume/Cap:	0.66	0.42	0.29	0.42	0.66	0.25	0.55	0.66	0.33	0.66	0.55	0.06
Delay/Veh:	26.2	37.3	25.7	26.2	46.7	31.3	47.5	45.8	10.7	51.8	42.9	12.1
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:	26.2	37.3	25.7	26.2	46.7	31.3	47.5	45.8	10.7	51.8	42.9	12.1
LOS by Move:	C	D	C	C	D	C	D	D	B	D	D	B
HCM2kAvgQ:	15	5	5	7	6	3	4	7	6	6	5	1

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

Martial Cottle Park

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

Intersection #3404: CHYNOWETH/SNELL



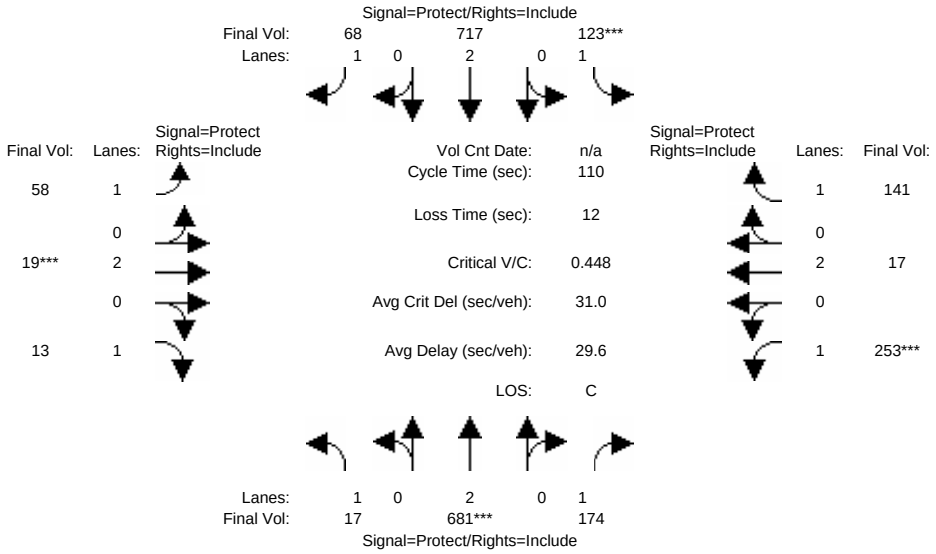
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	681	174	123	717	68	58	19	13	253	17	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	681	174	123	717	68	58	19	13	253	17	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	681	174	123	717	68	58	19	13	253	17	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	681	174	123	717	68	58	19	13	253	17	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	681	174	123	717	68	58	19	13	253	17	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	17	681	174	123	717	68	58	19	13	253	17	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.10	0.07	0.19	0.04	0.03	0.01	0.01	0.14	0.00	0.08
Crit Moves:		****		****				****		****		
Green Time:	14.1	40.0	40.0	15.7	41.7	41.7	17.4	10.0	10.0	32.3	24.9	24.9
Volume/Cap:	0.08	0.49	0.27	0.49	0.50	0.10	0.21	0.06	0.08	0.49	0.02	0.36
Delay/Veh:	42.4	27.4	25.0	45.0	26.4	22.2	40.7	45.7	46.0	32.8	33.1	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	27.4	25.0	45.0	26.4	22.2	40.7	45.7	46.0	32.8	33.1	36.4
LOS by Move:	D	C	C	D	C	C	D	D	D	C	C	D
HCM2kAvgQ:	1	9	4	4	9	2	2	0	0	7	0	4

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

Martial Cottle Park

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

Intersection #3404: CHYNOWETH/SNELL



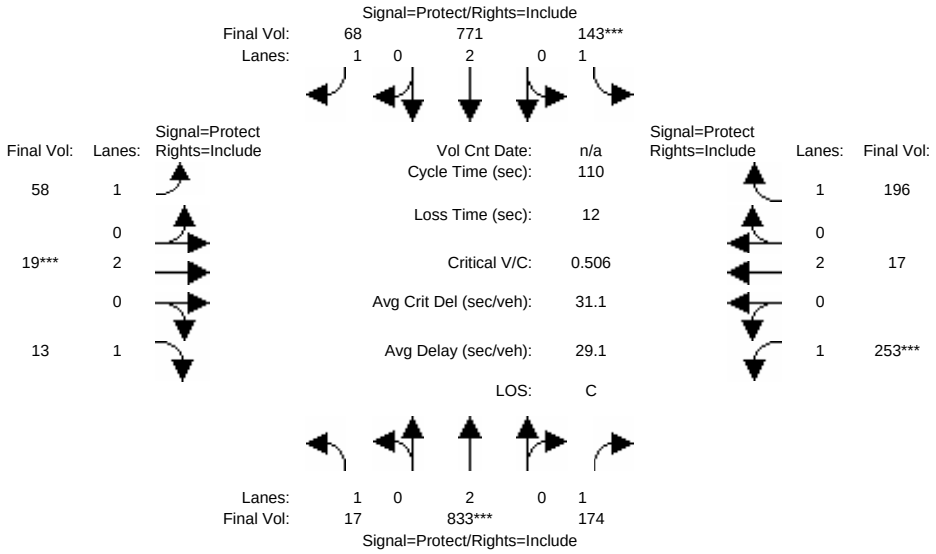
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	681	174	123	717	68	58	19	13	253	17	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	681	174	123	717	68	58	19	13	253	17	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	681	174	123	717	68	58	19	13	253	17	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	681	174	123	717	68	58	19	13	253	17	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	681	174	123	717	68	58	19	13	253	17	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	17	681	174	123	717	68	58	19	13	253	17	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.10	0.07	0.19	0.04	0.03	0.01	0.01	0.14	0.00	0.08
Crit Moves:		****		****				****		****		
Green Time:	14.1	40.0	40.0	15.7	41.7	41.7	17.4	10.0	10.0	32.3	24.9	24.9
Volume/Cap:	0.08	0.49	0.27	0.49	0.50	0.10	0.21	0.06	0.08	0.49	0.02	0.36
Delay/Veh:	42.4	27.4	25.0	45.0	26.4	22.2	40.7	45.7	46.0	32.8	33.1	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	27.4	25.0	45.0	26.4	22.2	40.7	45.7	46.0	32.8	33.1	36.4
LOS by Move:	D	C	C	D	C	C	D	D	D	C	C	D
HCM2kAvgQ:	1	9	4	4	9	2	2	0	0	7	0	4

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

Martial Cottle Park

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project SAT (Snell and Chynoweth)

Intersection #3404: CHYNOWETH/SNELL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
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
Volume Module:												
Base Vol:	17	681	174	123	717	68	58	19	13	253	17	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	681	174	123	717	68	58	19	13	253	17	141
Added Vol:	0	152	0	20	54	0	0	0	0	0	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	833	174	143	771	68	58	19	13	253	17	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	833	174	143	771	68	58	19	13	253	17	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	833	174	143	771	68	58	19	13	253	17	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	17	833	174	143	771	68	58	19	13	253	17	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.10	0.08	0.20	0.04	0.03	0.01	0.01	0.14	0.00	0.11
Crit Moves:		****		****				****		****		
Green Time:	14.2	43.3	43.3	16.1	45.3	45.3	14.0	10.0	10.0	28.6	24.6	24.6
Volume/Cap:	0.08	0.56	0.25	0.56	0.49	0.09	0.26	0.06	0.08	0.56	0.02	0.50
Delay/Veh:	42.3	26.4	22.6	46.3	24.2	19.9	44.0	45.7	46.0	36.8	33.3	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	26.4	22.6	46.3	24.2	19.9	44.0	45.7	46.0	36.8	33.3	38.4
LOS by Move:	D	C	C	D	C	B	D	D	D	D	C	D
HCM2kAvgQ:	1	11	4	5	9	1	2	0	0	8	0	6

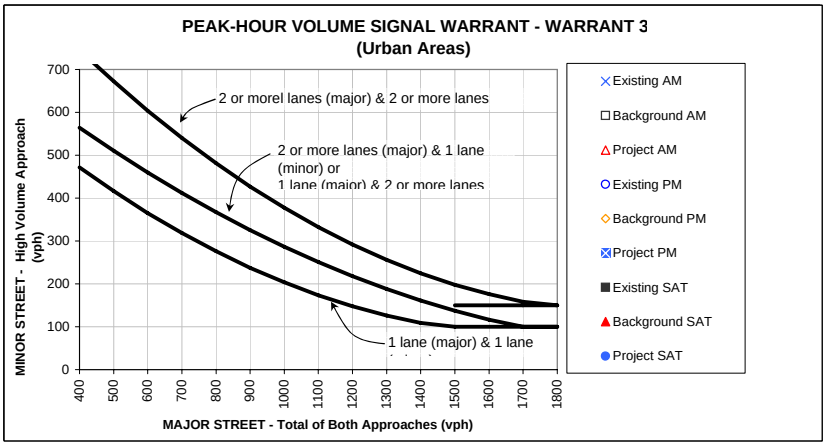
Note: Queue reported is the number of cars per lane.

Appendix D

Signal Warrant Sheets

Martial Cottle

39. Snell Avenue & Project Driveway



* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with one lane.

WARRANT 3 - Peak Hour Volume

		Approach Lanes		AM Peak Hour		
		One	2 or More	Existing AM	Background AM	Project AM
Major Street - Both Approaches	Snell Avenue		x	2330	2330	2607
Minor Street - Highest Approach	Project Driveway	x		0	0	31
Maximum warrant threshold for minor street volume				100	100	100
Difference between warrant threshold & minor street volume				100	100	69
		Warrant Met?		No	No	No

		Approach Lanes		PM Peak Hour		
		One	2 or More	Existing PM	Background PM	Project PM
Major Street - Both Approaches	Snell Avenue		x	2143	2143	2257
Minor Street - Highest Approach	Project Driveway	x		0	0	182
Maximum warrant threshold for minor street volume				100	100	100
Difference between warrant threshold & minor street volume				100	100	82
		Warrant Met?		No	No	Yes

		Approach Lanes		SAT Peak Hour		
		One	2 or More	Existing SAT	Background SAT	Project SAT
Major Street - Both Approaches	Snell Avenue		x	1977	1977	2399
Minor Street - Highest Approach	Project Driveway	x		0	0	151
Maximum warrant threshold for minor street volume				100	100	100
Difference between warrant threshold & minor street volume				100	100	51
		Warrant Met?		No	No	Yes

Appendix E

Poisson Probability Calculation Sheets

Vehicle Queuing Analysis Summary

	Snell / Branham NBL AM	Snell / Branham NBL PM	Snell / Branham NBL SAT	Chynoweth / Branham SBL AM	Chynoweth / Branham SBL PM	Chynoweth / Branham SBL SAT
Existing Conditions						
Cycle/Delay[1] (sec)	106	110	110	110	110	110
Lanes	1	1	1	1	1	1
Volume (vph)	424	310	477	92	224	123
Volume (vphpl)	424	310	477	92	224	123
Avg. Queue (veh/ln.)	12.5	9.5	14.6	2.8	6.8	3.8
Avg. Queue[2] (ft./ln)	312	237	364	70	171	94
95th %. Queue (veh/ln.)	19	15	21	6	11	7
95th %. Queue (ft./ln)	**475**	**375**	**525**	**150**	**275**	**175**
Storage (ft./ ln.)	325	325	325	225	225	225
Adequate (Y/N)	**NO**	**NO**	**NO**	YES	**NO**	YES
Background Conditions						
Cycle/Delay[1] (sec)	106	110	110	110	110	110
Lanes	1	1	1	1	1	1
Volume (vph)	424	310	477	92	224	123
Volume (vphpl)	424	310	477	92	224	123
Avg. Queue (veh/ln.)	12.5	9.5	14.6	2.8	6.8	3.8
Avg. Queue[2] (ft./ln)	312	237	364	70	171	94
95th %. Queue (veh/ln.)	19	15	21	6	11	7
95th %. Queue (ft./ln)	**475**	**375**	**525**	**150**	**275**	**175**
Storage (ft./ ln.)	325	325	325	225	225	225
Adequate (Y/N)	**NO**	**NO**	**NO**	YES	**NO**	YES
Project Conditions (No left-turn access)						
Cycle/Delay[1] (sec)	106	110	110	110	110	110
Lanes	1	1	1	1	1	1
Volume (vph)	553	407	724	112	321	219
Volume (vphpl)	553	407	724	112	321	219
Avg. Queue (veh/ln.)	16.3	12.4	22.1	3.4	9.8	6.7
Avg. Queue[2] (ft./ln)	407	311	553	86	245	167
95th %. Queue (veh/ln.)	23	18	30	7	15	11
95th %. Queue (ft./ln)	**575**	**450**	**750**	**175**	**375**	**275**
Storage (ft./ ln.)	325	325	325	225	225	225
Adequate (Y/N)	**NO**	**NO**	**NO**	YES	**NO**	**NO**
Project Conditions (With left-turn access)						
Cycle/Delay[1] (sec)	106	110	110	110	110	110
Lanes	1	1	1	1	1	1
Volume (vph)	432	351	518	96	244	143
Volume (vphpl)	432	351	518	96	244	143
Avg. Queue (veh/ln.)	12.7	10.7	15.8	2.9	7.5	4.4
Avg. Queue[2] (ft./ln)	318	268	396	73	186	109
95th %. Queue (veh/ln.)	19	16	23	6	12	8
95th %. Queue (ft./ln)	**475**	**400**	**575**	**150**	**300**	**200**
Storage (ft./ ln.)	325	325	325	225	225	225
Adequate (Y/N)	**NO**	**NO**	**NO**	YES	**NO**	YES

[1] Vehicle queue calculations based on cycle length for signalized intersections.

[2] Assumes 25 Feet Per Vehicle Queued

Snell / Branham
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 12.5
90th Percentile = 17
Percentile = 0.95 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0001	1
0.0003	0.0003	2
0.0012	0.0016	3
0.0038	0.0054	4
0.0096	0.0150	5
0.0199	0.0349	6
0.0355	0.0704	7
0.0554	0.1258	8
0.0768	0.2026	9
0.0959	0.2986	10
0.1089	0.4075	11
0.1133	0.5207	12
0.1088	0.6295	13
0.0970	0.7265	14
0.0807	0.8073	15
0.0630	0.8703	16
0.0463	0.9166	17
0.0321	0.9486	18
0.0211	0.9697	19
0.0132	0.9829	20
0.0078	0.9907	21
0.0044	0.9952	22
0.0024	0.9976	23
0.0013	0.9988	24
0.0006	0.9995	25
0.0003	0.9998	26
0.0001	0.9999	27
0.0001	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Snell / Branham
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 12.5
90th Percentile = 17
Percentile = 0.95 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0001	1
0.0003	0.0003	2
0.0012	0.0016	3
0.0038	0.0054	4
0.0096	0.0150	5
0.0199	0.0349	6
0.0355	0.0704	7
0.0554	0.1258	8
0.0768	0.2026	9
0.0959	0.2986	10
0.1089	0.4075	11
0.1133	0.5207	12
0.1088	0.6295	13
0.0970	0.7265	14
0.0807	0.8073	15
0.0630	0.8703	16
0.0463	0.9166	17
0.0321	0.9486	18
0.0211	0.9697	19
0.0132	0.9829	20
0.0078	0.9907	21
0.0044	0.9952	22
0.0024	0.9976	23
0.0013	0.9988	24
0.0006	0.9995	25
0.0003	0.9998	26
0.0001	0.9999	27
0.0001	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Snell / Branham
NBL
AM
Project Conditions (No left-turn access)
Avg. Queue Per Lane in Veh= 16.3
90th Percentile = 22
Percentile = 0.95 23

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0002	0.0003	4
0.0008	0.0011	5
0.0022	0.0033	6
0.0051	0.0084	7
0.0104	0.0188	8
0.0188	0.0376	9
0.0306	0.0683	10
0.0453	0.1136	11
0.0615	0.1751	12
0.0770	0.2521	13
0.0896	0.3417	14
0.0973	0.4390	15
0.0990	0.5379	16
0.0948	0.6327	17
0.0858	0.7185	18
0.0735	0.7920	19
0.0598	0.8518	20
0.0464	0.8982	21
0.0343	0.9325	22
0.0243	0.9568	23
0.0165	0.9733	24
0.0107	0.9841	25
0.0067	0.9908	26
0.0041	0.9948	27
0.0024	0.9972	28
0.0013	0.9985	29
0.0007	0.9993	30
0.0004	0.9996	31
0.0002	0.9998	32
0.0001	0.9999	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Snell / Branham
NBL
AM
Project Conditions (With left-turn access)
Avg. Queue Per Lane in Veh= 12.7
90th Percentile = 17
Percentile = 0.95 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0002	0.0003	2
0.0010	0.0013	3
0.0033	0.0046	4
0.0083	0.0129	5
0.0176	0.0305	6
0.0320	0.0624	7
0.0508	0.1133	8
0.0718	0.1851	9
0.0914	0.2765	10
0.1057	0.3822	11
0.1120	0.4942	12
0.1096	0.6038	13
0.0996	0.7034	14
0.0844	0.7878	15
0.0671	0.8550	16
0.0502	0.9052	17
0.0355	0.9407	18
0.0238	0.9645	19
0.0151	0.9796	20
0.0092	0.9887	21
0.0053	0.9940	22
0.0029	0.9969	23
0.0016	0.9985	24
0.0008	0.9993	25
0.0004	0.9997	26
0.0002	0.9999	27
0.0001	0.9999	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Snell / Branham
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 9.5
90th Percentile = 14
Percentile = 0.95 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0007	0.0008	1
0.0035	0.0043	2
0.0109	0.0152	3
0.0258	0.0410	4
0.0489	0.0899	5
0.0772	0.1671	6
0.1045	0.2716	7
0.1237	0.3953	8
0.1302	0.5254	9
0.1233	0.6488	10
0.1062	0.7549	11
0.0838	0.8388	12
0.0611	0.8998	13
0.0413	0.9412	14
0.0261	0.9673	15
0.0154	0.9827	16
0.0086	0.9913	17
0.0045	0.9958	18
0.0023	0.9981	19
0.0011	0.9992	20
0.0005	0.9997	21
0.0002	0.9999	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Snell / Branham
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 9.5
90th Percentile = 14
Percentile = 0.95 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0007	0.0008	1
0.0035	0.0043	2
0.0109	0.0152	3
0.0258	0.0410	4
0.0489	0.0899	5
0.0772	0.1671	6
0.1045	0.2716	7
0.1237	0.3953	8
0.1302	0.5254	9
0.1233	0.6488	10
0.1062	0.7549	11
0.0838	0.8388	12
0.0611	0.8998	13
0.0413	0.9412	14
0.0261	0.9673	15
0.0154	0.9827	16
0.0086	0.9913	17
0.0045	0.9958	18
0.0023	0.9981	19
0.0011	0.9992	20
0.0005	0.9997	21
0.0002	0.9999	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Snell / Branham
NBL
PM
Project Conditions (No left-turn access)
Avg. Queue Per Lane in Veh= 12.4
90th Percentile = 17
Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0001	1
0.0003	0.0004	2
0.0013	0.0016	3
0.0040	0.0056	4
0.0098	0.0154	5
0.0204	0.0359	6
0.0363	0.0721	7
0.0564	0.1285	8
0.0779	0.2064	9
0.0969	0.3032	10
0.1095	0.4127	11
0.1135	0.5262	12
0.1086	0.6348	13
0.0964	0.7312	14
0.0800	0.8112	15
0.0621	0.8733	16
0.0455	0.9188	17
0.0314	0.9502	18
0.0206	0.9707	19
0.0128	0.9835	20
0.0076	0.9911	21
0.0043	0.9954	22
0.0023	0.9977	23
0.0012	0.9989	24
0.0006	0.9995	25
0.0003	0.9998	26
0.0001	0.9999	27
0.0001	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Snell / Branham
NBL
PM
Project Conditions (With left-turn access)
Avg. Queue Per Lane in Veh= 10.7
90th Percentile = 15
Percentile = 0.95 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0003	1
0.0013	0.0015	2
0.0045	0.0060	3
0.0121	0.0182	4
0.0260	0.0442	5
0.0465	0.0906	6
0.0712	0.1619	7
0.0955	0.2573	8
0.1138	0.3711	9
0.1220	0.4931	10
0.1190	0.6121	11
0.1063	0.7184	12
0.0877	0.8061	13
0.0672	0.8733	14
0.0480	0.9213	15
0.0322	0.9535	16
0.0203	0.9739	17
0.0121	0.9860	18
0.0068	0.9928	19
0.0037	0.9965	20
0.0019	0.9983	21
0.0009	0.9992	22
0.0004	0.9997	23
0.0002	0.9999	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Snell / Branham
NBL
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 14.6
90th Percentile = 20
Percentile = 0.95 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0001	2
0.0002	0.0003	3
0.0009	0.0012	4
0.0026	0.0037	5
0.0062	0.0100	6
0.0130	0.0229	7
0.0236	0.0466	8
0.0383	0.0848	9
0.0558	0.1406	10
0.0739	0.2145	11
0.0898	0.3043	12
0.1006	0.4049	13
0.1048	0.5097	14
0.1018	0.6115	15
0.0927	0.7043	16
0.0795	0.7838	17
0.0644	0.8482	18
0.0494	0.8976	19
0.0360	0.9336	20
0.0250	0.9585	21
0.0165	0.9751	22
0.0105	0.9856	23
0.0064	0.9919	24
0.0037	0.9957	25
0.0021	0.9977	26
0.0011	0.9989	27
0.0006	0.9994	28
0.0003	0.9997	29
0.0001	0.9999	30
0.0001	0.9999	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Snell / Branham
NBL
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 14.6
90th Percentile = 20
Percentile = 0.95 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0001	2
0.0002	0.0003	3
0.0009	0.0012	4
0.0026	0.0037	5
0.0062	0.0100	6
0.0130	0.0229	7
0.0236	0.0466	8
0.0383	0.0848	9
0.0558	0.1406	10
0.0739	0.2145	11
0.0898	0.3043	12
0.1006	0.4049	13
0.1048	0.5097	14
0.1018	0.6115	15
0.0927	0.7043	16
0.0795	0.7838	17
0.0644	0.8482	18
0.0494	0.8976	19
0.0360	0.9336	20
0.0250	0.9585	21
0.0165	0.9751	22
0.0105	0.9856	23
0.0064	0.9919	24
0.0037	0.9957	25
0.0021	0.9977	26
0.0011	0.9989	27
0.0006	0.9994	28
0.0003	0.9997	29
0.0001	0.9999	30
0.0001	0.9999	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Snell / Branham
NBL
SAT
Project Conditions (No left-turn access)
Avg. Queue Per Lane in Veh= 22.1
90th Percentile = 28
Percentile = 0.95 30

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0001	6
0.0001	0.0002	7
0.0004	0.0005	8
0.0009	0.0014	9
0.0019	0.0033	10
0.0038	0.0071	11
0.0071	0.0142	12
0.0120	0.0263	13
0.0190	0.0453	14
0.0281	0.0734	15
0.0388	0.1122	16
0.0505	0.1627	17
0.0621	0.2248	18
0.0723	0.2971	19
0.0800	0.3771	20
0.0842	0.4613	21
0.0847	0.5460	22
0.0815	0.6275	23
0.0751	0.7026	24
0.0665	0.7690	25
0.0565	0.8256	26
0.0463	0.8719	27
0.0366	0.9085	28
0.0279	0.9364	29
0.0206	0.9570	30
0.0147	0.9717	31
0.0102	0.9819	32
0.0068	0.9887	33
0.0044	0.9931	34
0.0028	0.9959	35
0.0017	0.9976	36
0.0010	0.9987	37
0.0006	0.9993	38
0.0003	0.9996	39
0.0002	0.9998	40
0.0001	0.9999	41
0.0001	0.9999	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Snell / Branham
NBL
SAT
Project Conditions (With left-turn access)
Avg. Queue Per Lane in Veh= 15.8
90th Percentile = 21
Percentile = 0.95 23

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0003	0.0005	4
0.0011	0.0016	5
0.0029	0.0045	6
0.0066	0.0111	7
0.0131	0.0241	8
0.0230	0.0471	9
0.0364	0.0835	10
0.0523	0.1358	11
0.0690	0.2048	12
0.0840	0.2888	13
0.0950	0.3837	14
0.1002	0.4839	15
0.0991	0.5830	16
0.0923	0.6753	17
0.0812	0.7565	18
0.0676	0.8241	19
0.0535	0.8776	20
0.0403	0.9179	21
0.0290	0.9469	22
0.0200	0.9669	23
0.0132	0.9801	24
0.0083	0.9884	25
0.0051	0.9935	26
0.0030	0.9964	27
0.0017	0.9981	28
0.0009	0.9990	29
0.0005	0.9995	30
0.0002	0.9998	31
0.0001	0.9999	32
0.0001	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chynoweth / Branham
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.8
90th Percentile = 5
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0601	0.0601	0
0.1691	0.2292	1
0.2376	0.4668	2
0.2227	0.6895	3
0.1565	0.8459	4
0.0880	0.9339	5
0.0412	0.9751	6
0.0166	0.9917	7
0.0058	0.9975	8
0.0018	0.9993	9
0.0005	0.9998	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
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0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chynoweth / Branham
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 2.8
90th Percentile = 5
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0601	0.0601	0
0.1691	0.2292	1
0.2376	0.4668	2
0.2227	0.6895	3
0.1565	0.8459	4
0.0880	0.9339	5
0.0412	0.9751	6
0.0166	0.9917	7
0.0058	0.9975	8
0.0018	0.9993	9
0.0005	0.9998	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chynoweth / Branham
SBL
AM
Project Conditions (No left-turn access)
Avg. Queue Per Lane in Veh= 3.4
90th Percentile = 6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0326	0.0326	0
0.1117	0.1443	1
0.1911	0.3355	2
0.2180	0.5535	3
0.1865	0.7400	4
0.1277	0.8677	5
0.0728	0.9405	6
0.0356	0.9761	7
0.0152	0.9914	8
0.0058	0.9972	9
0.0020	0.9991	10
0.0006	0.9998	11
0.0002	0.9999	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chynoweth / Branham
SBL
AM
Project Conditions (With left-turn access)
Avg. Queue Per Lane in Veh= 2.9
90th Percentile = 5
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0532	0.0532	0
0.1561	0.2093	1
0.2290	0.4383	2
0.2239	0.6622	3
0.1642	0.8263	4
0.0963	0.9227	5
0.0471	0.9697	6
0.0197	0.9895	7
0.0072	0.9967	8
0.0024	0.9991	9
0.0007	0.9998	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chynoweth / Branham
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 6.8
90th Percentile = 10
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0011	0.0011	0
0.0073	0.0084	1
0.0250	0.0333	2
0.0569	0.0902	3
0.0974	0.1877	4
0.1334	0.3210	5
0.1521	0.4731	6
0.1487	0.6219	7
0.1273	0.7491	8
0.0968	0.8459	9
0.0662	0.9122	10
0.0412	0.9534	11
0.0235	0.9769	12
0.0124	0.9893	13
0.0061	0.9953	14
0.0028	0.9981	15
0.0012	0.9992	16
0.0005	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chynoweth / Branham
SBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 6.8
90th Percentile = 10
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0011	0.0011	0
0.0073	0.0084	1
0.0250	0.0333	2
0.0569	0.0902	3
0.0974	0.1877	4
0.1334	0.3210	5
0.1521	0.4731	6
0.1487	0.6219	7
0.1273	0.7491	8
0.0968	0.8459	9
0.0662	0.9122	10
0.0412	0.9534	11
0.0235	0.9769	12
0.0124	0.9893	13
0.0061	0.9953	14
0.0028	0.9981	15
0.0012	0.9992	16
0.0005	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chynoweth / Branham
SBL
PM
Project Conditions (No left-turn access)
Avg. Queue Per Lane in Veh= 9.8
90th Percentile = 14
Percentile = 0.95 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0005	0.0006	1
0.0026	0.0032	2
0.0086	0.0119	3
0.0212	0.0331	4
0.0416	0.0747	5
0.0680	0.1427	6
0.0953	0.2380	7
0.1168	0.3548	8
0.1273	0.4821	9
0.1249	0.6070	10
0.1113	0.7184	11
0.0910	0.8094	12
0.0687	0.8780	13
0.0481	0.9261	14
0.0315	0.9576	15
0.0193	0.9769	16
0.0111	0.9880	17
0.0061	0.9941	18
0.0031	0.9972	19
0.0015	0.9987	20
0.0007	0.9995	21
0.0003	0.9998	22
0.0001	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chynoweth / Branham
SBL
PM
Project Conditions (With left-turn access)
Avg. Queue Per Lane in Veh= 7.5
90th Percentile = 11
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0006	0.0006	0
0.0043	0.0049	1
0.0161	0.0210	2
0.0399	0.0609	3
0.0744	0.1353	4
0.1110	0.2463	5
0.1379	0.3843	6
0.1469	0.5312	7
0.1369	0.6681	8
0.1134	0.7815	9
0.0846	0.8660	10
0.0573	0.9233	11
0.0356	0.9589	12
0.0204	0.9794	13
0.0109	0.9902	14
0.0054	0.9956	15
0.0025	0.9982	16
0.0011	0.9993	17
0.0005	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chynoweth / Branham
SBL
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 3.8
90th Percentile = 6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0233	0.0233	0
0.0877	0.1110	1
0.1647	0.2757	2
0.2064	0.4820	3
0.1939	0.6759	4
0.1457	0.8217	5
0.0913	0.9130	6
0.0490	0.9620	7
0.0230	0.9850	8
0.0096	0.9946	9
0.0036	0.9982	10
0.0012	0.9995	11
0.0004	0.9998	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chynoweth / Branham
SBL
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 3.8
90th Percentile = 6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0233	0.0233	0
0.0877	0.1110	1
0.1647	0.2757	2
0.2064	0.4820	3
0.1939	0.6759	4
0.1457	0.8217	5
0.0913	0.9130	6
0.0490	0.9620	7
0.0230	0.9850	8
0.0096	0.9946	9
0.0036	0.9982	10
0.0012	0.9995	11
0.0004	0.9998	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chynoweth / Branham
SBL
SAT
Project Conditions (No left-turn access)
Avg. Queue Per Lane in Veh= 6.7
90th Percentile = 10
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0012	0.0012	0
0.0083	0.0095	1
0.0278	0.0373	2
0.0620	0.0993	3
0.1037	0.2030	4
0.1388	0.3418	5
0.1548	0.4966	6
0.1480	0.6446	7
0.1238	0.7683	8
0.0920	0.8603	9
0.0616	0.9219	10
0.0375	0.9594	11
0.0209	0.9803	12
0.0108	0.9910	13
0.0051	0.9962	14
0.0023	0.9984	15
0.0010	0.9994	16
0.0004	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Chynoweth / Branham
SBL
SAT
Project Conditions (With left-turn access)
Avg. Queue Per Lane in Veh= 4.4
90th Percentile = 7
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0127	0.0127	0
0.0553	0.0680	1
0.1208	0.1888	2
0.1760	0.3648	3
0.1923	0.5571	4
0.1680	0.7251	5
0.1223	0.8474	6
0.0764	0.9238	7
0.0417	0.9655	8
0.0203	0.9857	9
0.0088	0.9946	10
0.0035	0.9981	11
0.0013	0.9994	12
0.0004	0.9998	13
0.0001	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

APPENDIX J

WATER DEMAND AND WASTEWATER GENERATION ESTIMATES

Utilities Demand Estimate
Martial Cottle Park

WATER

Irrigation Demand

Category	Size or Quantity (AC)	Water Demand (AF/Year/Acre)	Water Demand (total AF/Yr)
Production Agriculture	143.0	3.0	429.0
Perimeter Buffer	22.6	1.0	22.6
Grassy Park	15.7	4.0	62.8
Youth Agriculture- Irrigated Gardens/ Crops	2.9	2.0	5.7
Demonstration Gardens	1.8	1.5	2.6
Research	4.0	3.0	12.0
Community Gardens	1.8	2.0	3.5
OCF- Cultivation Rows and Native Plant Garden	0.9	2.0	1.7
Native Plant Nursery	2.0	2.0	4.0
Subtotal AF/Year			**544.01**
Subtotal Gal/Year			**177,264,808.95**

Other Water Usage

	SF	Annual Gal/SF	Water Demand (Ga/Yearl)
Restrooms at Visitor Center and Western Use Area	NA		403,322
Drinking Fountains	NA		10,548
Visitor Pavilion- Catering Kitchen	600	52	31,200
Caretakers Residence	1,200	NA	91,250
Corp Yard (Park)	3,000	15	45,000
Corp Yard (Ag)	6,000	15	90,000
Café- kitchen	2,000	37	73,000
Produce Stand-washing	1,500	37	54,750
Packaging/Processing/Storage	6,000	15	90,000
Youth Ag- Shade and Green Houses	4,800	8	38,400
Youth Ag- Storage	1,200	4	4,800
Youth Ag- Kitchen, Classrooms, Restrooms	10,000	8	78,000
Youth Agriculture- Animal Husbandry and Eq. Area	131,000	23	3,013,000
Youth Agriculture- Equestrian Day Use Area	65,000	23	1,495,000
OCF- Tool, material and Vehicle Storage	9,300	8	74,400
OCF- Shade and Green Houses	3,900	8	31,200
OCF- Classroom/Restrooms	2,700	8	21,060
Research- Structures	1,000	4	4,000
Demo Gardens- Buildings	1,000	4	4,000
Community Gardens- Buildings	1,000	4	4,000
Native Plant Nursery- Structures	1,000	4	4,000
Subtotal Gal/Year			**5,660,930**
Subtotal AF/Year			**17**
TOTAL ANNUAL WATER CONSUMPTION (gal)			**182,925,739**
TOTAL ANNUAL WATER CONSUMPTION (AF)			**561**

WASTEWATER

Annual Wastewater Volume Estimate

Category	Water Consumption (gal/yr)	Wastewater (gal/yr)*	Avg Daily Wastewater (gal/day)
Other Use	1,004,130	903,717	2,476
TOTAL	**1,004,130**	**903,717**	**2,476**

*** Assumes wastewater is 90% of Water Consumption**

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