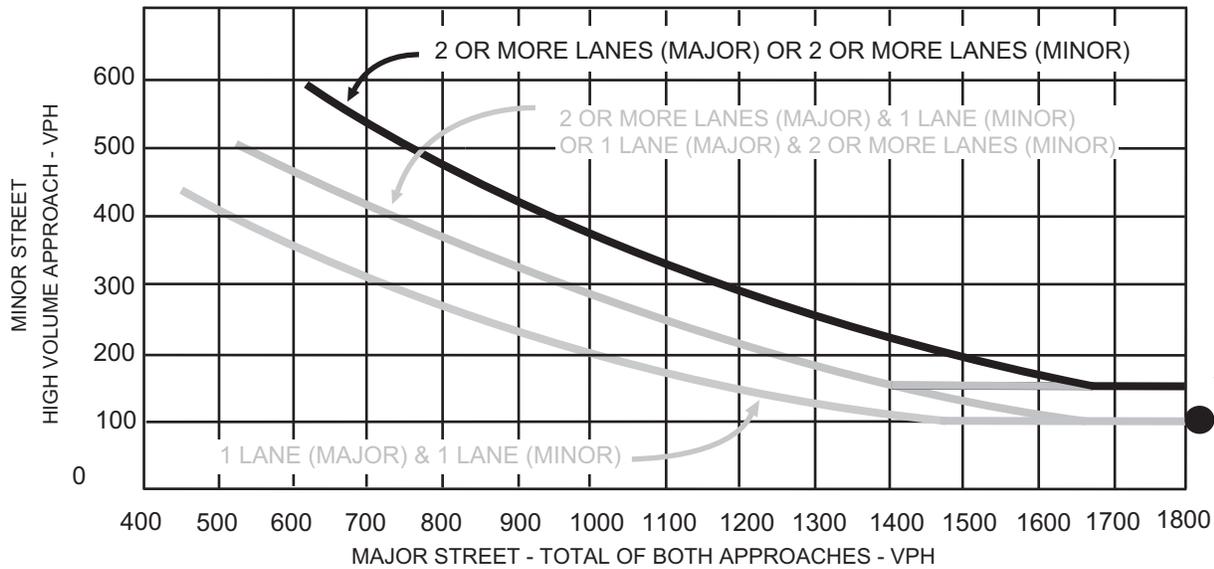**Appendix E:**

Traffic Data

El Camino Real/Alejandra Ave

PEAK HOUR VOLUME WARRANT #3
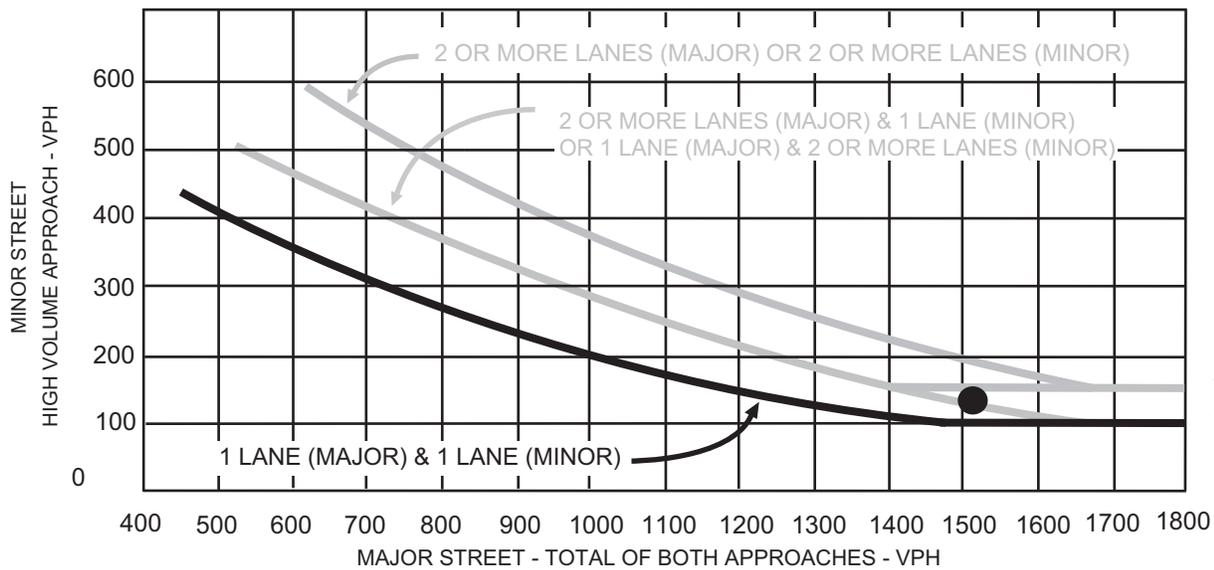### Urban Area

Weekday AM Peak Hour without Project	●	100 vehicles minor approach 3074 vehicles major approaches

Valparasio Ave/Emilie Ave

PEAK HOUR VOLUME WARRANT #3
Urban Area

Weekday AM Peak Hour without Project	●	132 vehicles minor approach 1518 vehicles major approaches

* NOTE

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE

Source: Year 2010 Manual on Uniform Traffic Control Devices, Federal Highway Administration
Cartan Field EIR

Warrant #3

Warrant Chart Figure 1
El Camino Real/Alejandra Ave & Valparaiso Ave/Emilie Ave
Existing AM Commute
Peak Hour Volumes

CRANE TRANSPORTATION GROUP

El Camino Real/Alejandra Ave
PEAK HOUR VOLUME WARRANT #3
Urban Area

2 OR MORE LANES (MAJOR) OR 2 OR MORE LANES (MINOR)

2 OR MORE LANES (MAJOR) & 1 LANE (MINOR)
OR 1 LANE (MAJOR) & 2 OR MORE LANES (MINOR)

1 LANE (MAJOR) & 1 LANE (MINOR)

MINOR STREET
HIGH VOLUME APPROACH - VPH

MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

Existing Weekday PM Peak Hour without Project	85 vehicles minor approach 3135 vehicles major approaches

Valparasio Ave/Emilie Ave
PEAK HOUR VOLUME WARRANT #3
Urban Area

2 OR MORE LANES (MAJOR) OR 2 OR MORE LANES (MINOR)

2 OR MORE LANES (MAJOR) & 1 LANE (MINOR)
OR 1 LANE (MAJOR) & 2 OR MORE LANES (MINOR)

1 LANE (MAJOR) & 1 LANE (MINOR)

MINOR STREET
HIGH VOLUME APPROACH - VPH

MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

Existing Weekday PM Peak Hour without Project	113 vehicles minor approach 1254 vehicles major approaches

* NOTE   150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET
APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER
THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE

Source: Year 2010 Manual on Uniform Traffic Control Devices, Federal Highway Administration
Cartan Field EIR

Warrant #3

Warrant Chart Figure 2
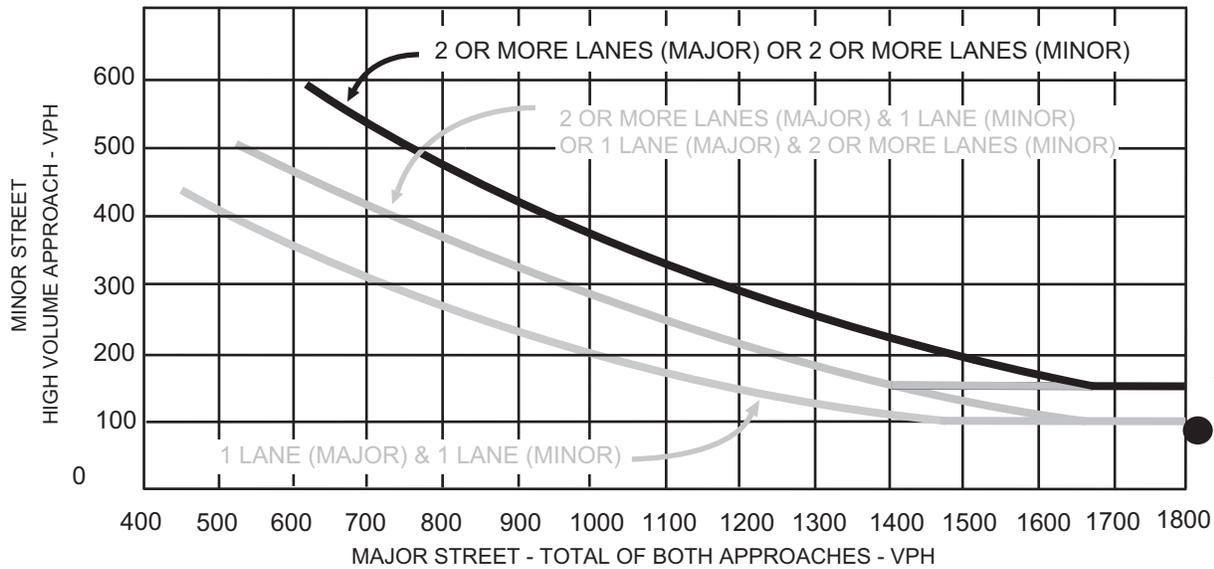**El Camino Real/Alejandra Ave & Valparaiso Ave/Emilie Ave**
Existing PM Commute without Project
Peak Hour Volumes

CRANE TRANSPORTATION GROUP

El Camino Real/Alejandra Ave

PEAK HOUR VOLUME WARRANT #3

Urban Area

2 OR MORE LANES (MAJOR) OR 2 OR MORE LANES (MINOR)

2 OR MORE LANES (MAJOR) & 1 LANE (MINOR)
OR 1 LANE (MAJOR) & 2 OR MORE LANES (MINOR)

1 LANE (MAJOR) & 1 LANE (MINOR)

MINOR STREET
HIGH VOLUME APPROACH - VPH

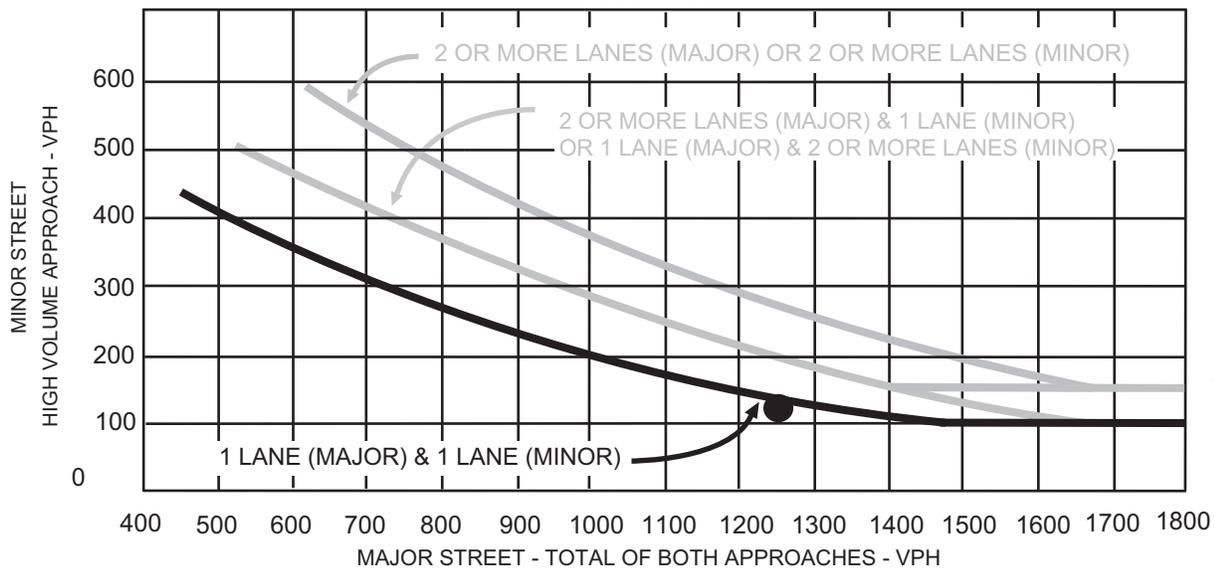MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

Existing Weekday PM Peak Hour with Project	● 87 vehicles minor approach 3136 vehicles major approaches

Valparasio Ave/Emilie Ave

PEAK HOUR VOLUME WARRANT #3

Urban Area

2 OR MORE LANES (MAJOR) OR 2 OR MORE LANES (MINOR)

2 OR MORE LANES (MAJOR) & 1 LANE (MINOR)
OR 1 LANE (MAJOR) & 2 OR MORE LANES (MINOR)

1 LANE (MAJOR) & 1 LANE (MINOR)

MINOR STREET
HIGH VOLUME APPROACH - VPH

MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

Existing Weekday PM Peak Hour with Project	● 113 vehicles minor approach 1254 vehicles major approaches

*NOTE   150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET
APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER
THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE

Source: Year 2010 Manual on Uniform Traffic Control Devices, Federal Highway Administration
Cartan Field EIR

Warrant #3

Warrant Chart Figure 3
El Camino Real/Alejandra Ave & Valparaiso Ave/Emilie Ave
Existing PM Commute with Project
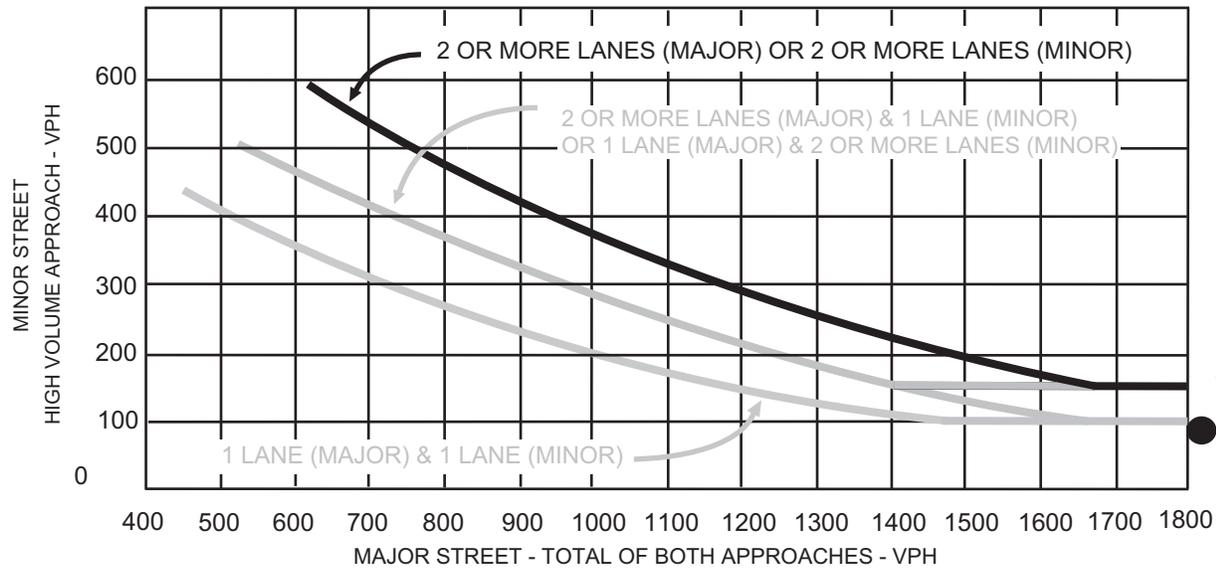**Peak Hour Volumes**

CRANE TRANSPORTATION GROUP

El Camino Real/Alejandra Ave

PEAK HOUR VOLUME WARRANT #3
Urban Area
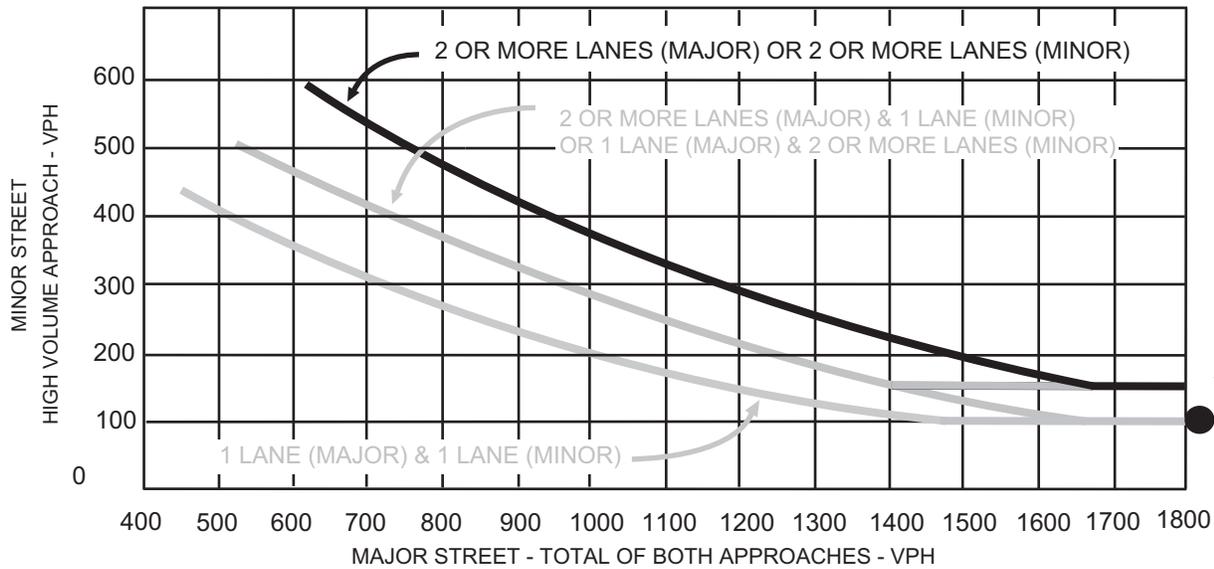
2016 Weekday PM Peak Hour without Project	● 95 vehicles minor approach 3293 vehicles major approaches

Valparasio Ave/Emilie Ave

PEAK HOUR VOLUME WARRANT #3
Urban Area
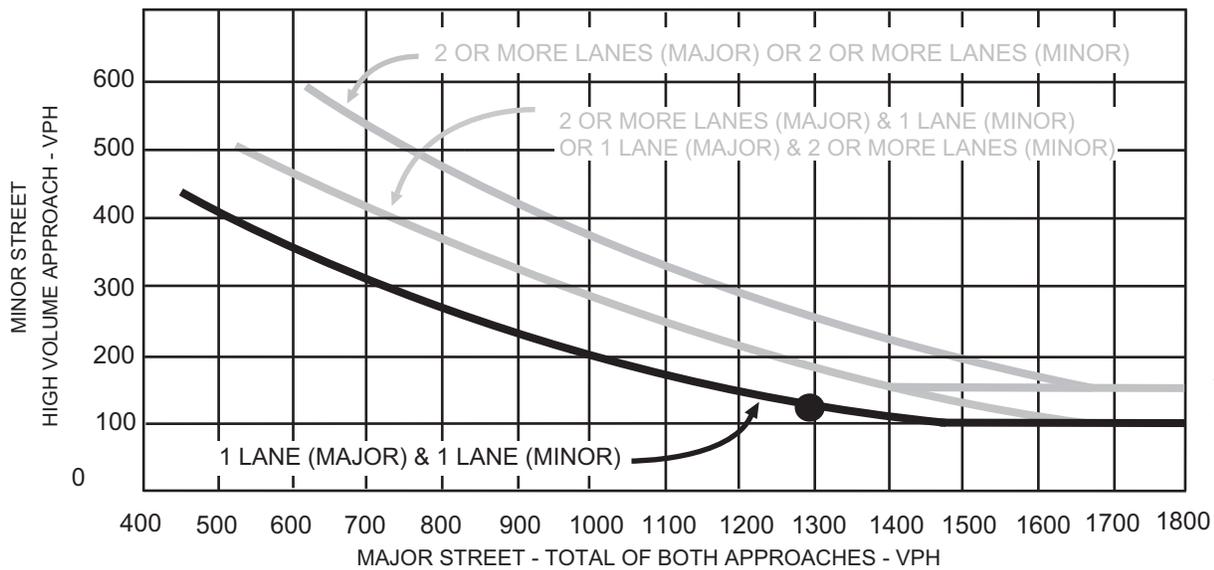
2016 Weekday PM Peak Hour without Project	● 115 vehicles minor approach 1292 vehicles major approaches

* NOTE   150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET
APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER
THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE

Source: Year 2010 Manual on Uniform Traffic Control Devices, Federal Highway Administration
Cartan Field EIR

Warrant #3

Warrant Chart Figure 4
El Camino Real/Alejandra Ave & Valparaiso Ave/Emilie Ave
Year 2016 PM Commute without Project
Peak Hour Volumes

CRANE TRANSPORTATION GROUP

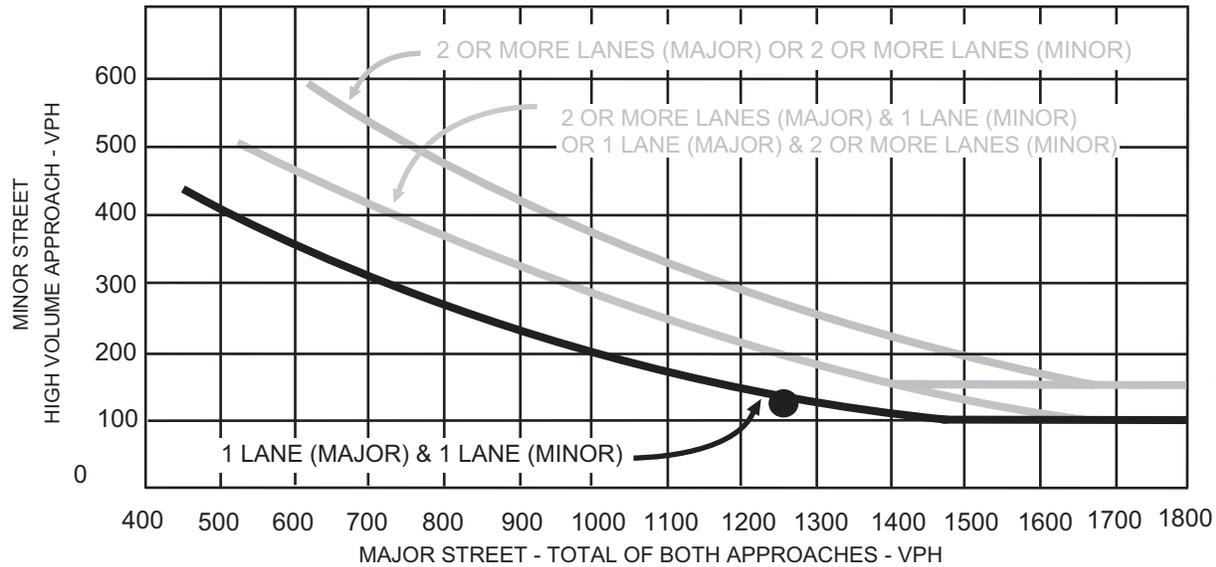# El Camino Real/Alejandra Ave
PEAK HOUR VOLUME WARRANT #3
Urban Area

2 OR MORE LANES (MAJOR) OR 2 OR MORE LANES (MINOR)

2 OR MORE LANES (MAJOR) & 1 LANE (MINOR)
OR 1 LANE (MAJOR) & 2 OR MORE LANES (MINOR)

1 LANE (MAJOR) & 1 LANE (MINOR)

MINOR STREET HIGH VOLUME APPROACH - VPH

MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

2016 Weekday PM Peak Hour with Project	● 97 vehicles minor approach 3294 vehicles major approaches

Valparasio Ave/Emilie Ave
PEAK HOUR VOLUME WARRANT #3
Urban Area

2 OR MORE LANES (MAJOR) OR 2 OR MORE LANES (MINOR)

2 OR MORE LANES (MAJOR) & 1 LANE (MINOR)
OR 1 LANE (MAJOR) & 2 OR MORE LANES (MINOR)

1 LANE (MAJOR) & 1 LANE (MINOR)

MINOR STREET HIGH VOLUME APPROACH - VPH

MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH
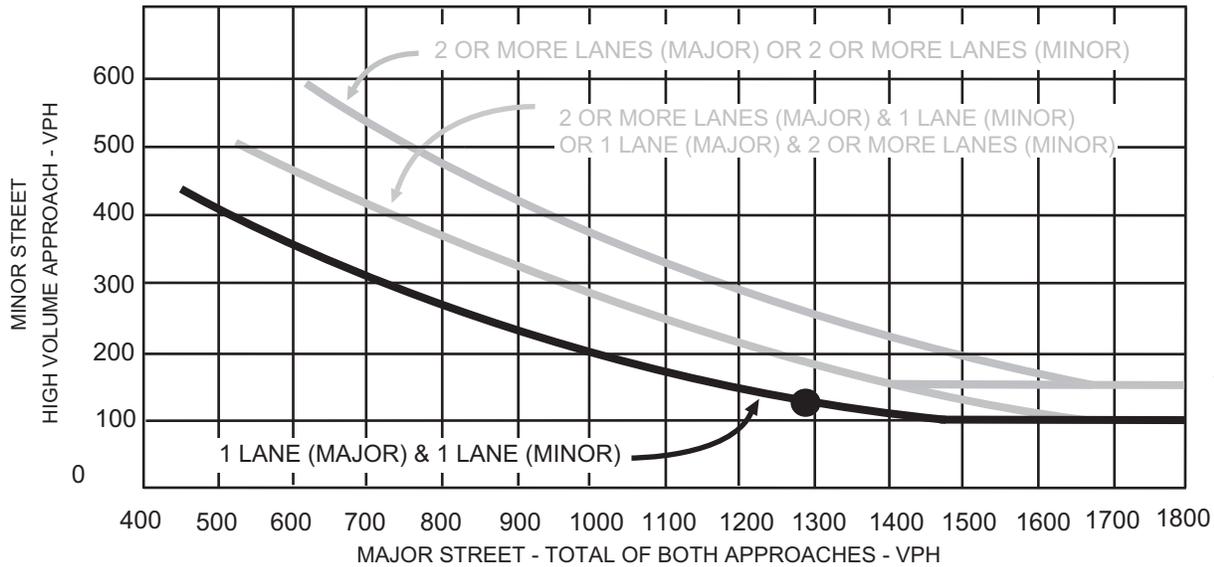
2016 Weekday PM Peak Hour with Project	● 115 vehicles minor approach 1292 vehicles major approaches

*NOTE   150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE

Source: Year 2010 Manual on Uniform Traffic Control Devices, Federal Highway Administration
Cartan Field EIR

Warrant #3

Warrant Chart Figure 5
El Camino Real/Alejandra Ave & Valparaiso Ave/Emilie Ave
2016 PM Commute with Project
Peak Hour Volumes

CRANE TRANSPORTATION GROUP

El Camino Real/Alejandra Ave
PEAK HOUR VOLUME WARRANT #3
Urban Area

2 OR MORE LANES (MAJOR) OR 2 OR MORE LANES (MINOR)

2 OR MORE LANES (MAJOR) & 1 LANE (MINOR)
OR 1 LANE (MAJOR) & 2 OR MORE LANES (MINOR)

1 LANE (MAJOR) & 1 LANE (MINOR)

MINOR STREET
HIGH VOLUME APPROACH - VPH

MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

2035 Weekday PM Peak Hour without Project	●	100 vehicles minor approach 3987 vehicles major approaches

Valparasio Ave/Emilie Ave
PEAK HOUR VOLUME WARRANT #3
Urban Area

2 OR MORE LANES (MAJOR) OR 2 OR MORE LANES (MINOR)

2 OR MORE LANES (MAJOR) & 1 LANE (MINOR)
OR 1 LANE (MAJOR) & 2 OR MORE LANES (MINOR)

1 LANE (MAJOR) & 1 LANE (MINOR)

MINOR STREET
HIGH VOLUME APPROACH - VPH

MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH
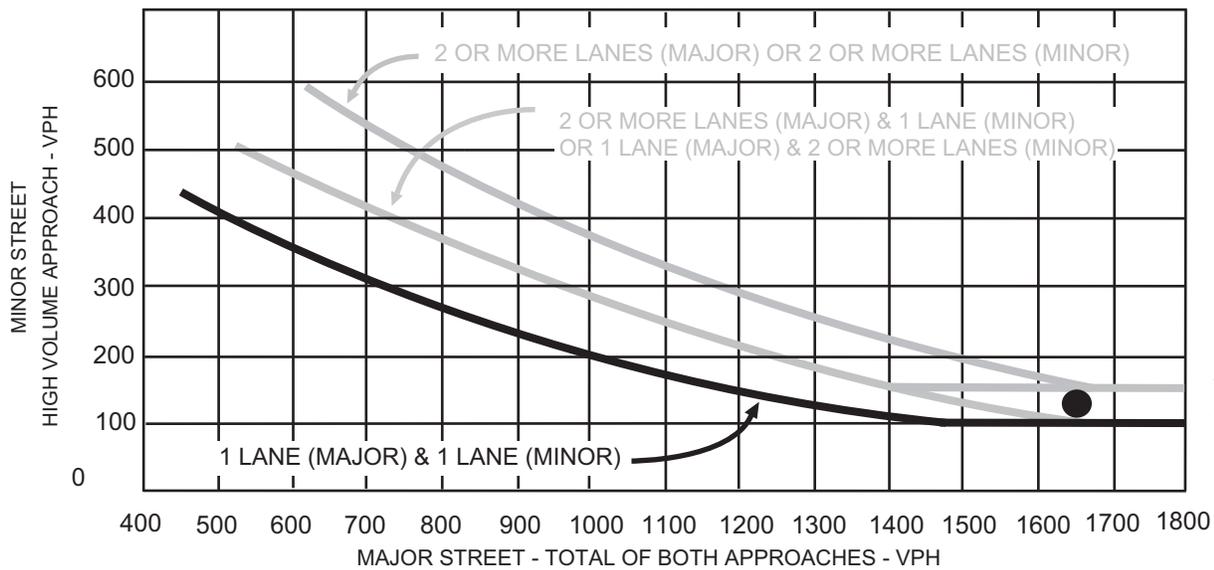
2016 Weekday PM Peak Hour without Project	●	127 vehicles minor approach 1646 vehicles major approaches

* NOTE   150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE

Source: Year 2010 Manual on Uniform Traffic Control Devices, Federal Highway Administration
Cartan Field EIR

Warrant #3

Warrant Chart Figure 6
El Camino Real/Alejandra Ave & Valparaiso Ave/Emilie Ave
Year 2035 PM Commute without Project
Peak Hour Volumes

CRANE TRANSPORTATION GROUP

# El Camino Real/Alejandra Ave

PEAK HOUR VOLUME WARRANT #3
Urban Area

2 OR MORE LANES (MAJOR) OR 2 OR MORE LANES (MINOR)

2 OR MORE LANES (MAJOR) & 1 LANE (MINOR)
OR 1 LANE (MAJOR) & 2 OR MORE LANES (MINOR)

1 LANE (MAJOR) & 1 LANE (MINOR)

MINOR STREET HIGH VOLUME APPROACH - VPH

MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH
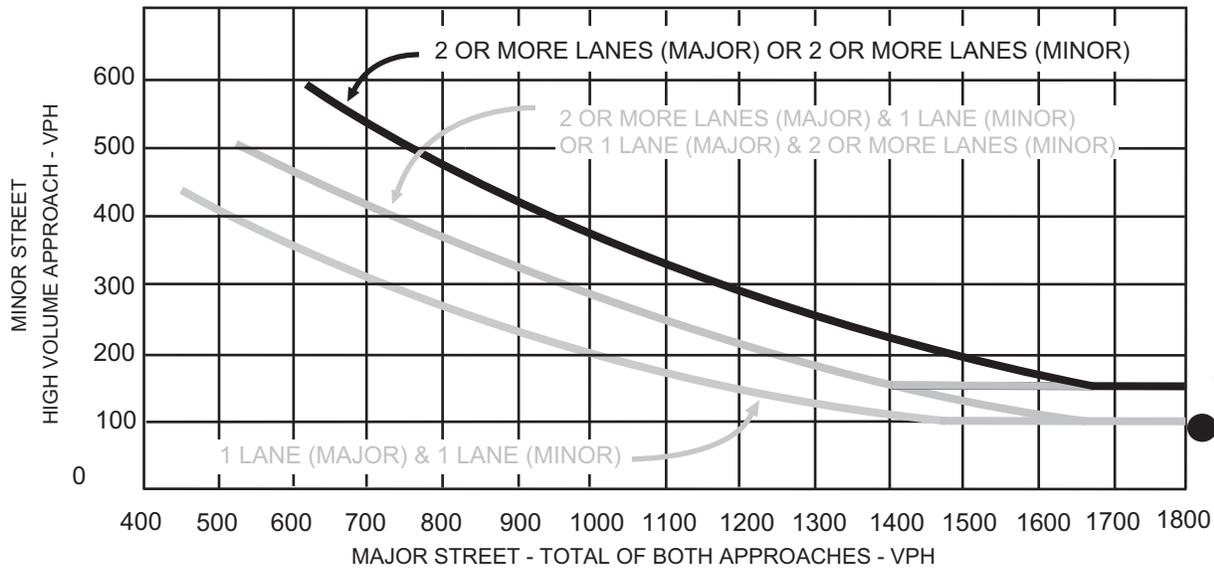
2035 Weekday PM Peak Hour with Project	● 102 vehicles minor approach 3921 vehicles major approaches

Valparasio Ave/Emilie Ave

PEAK HOUR VOLUME WARRANT #3
Urban Area

2 OR MORE LANES (MAJOR) OR 2 OR MORE LANES (MINOR)

2 OR MORE LANES (MAJOR) & 1 LANE (MINOR)
OR 1 LANE (MAJOR) & 2 OR MORE LANES (MINOR)

1 LANE (MAJOR) & 1 LANE (MINOR)

MINOR STREET HIGH VOLUME APPROACH - VPH

MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH
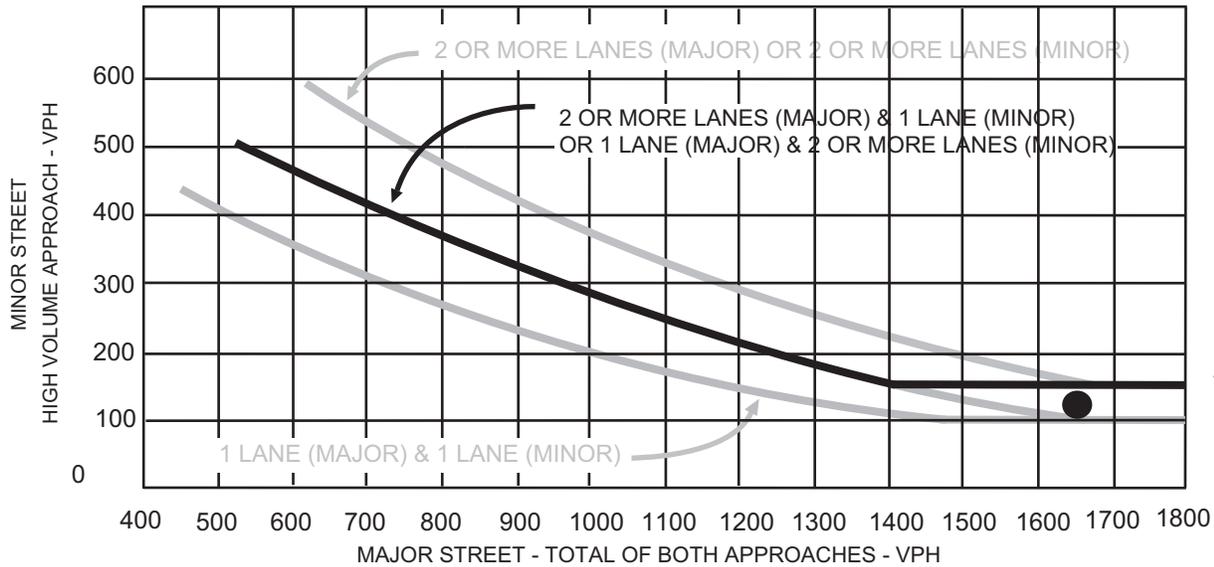
2035 Weekday PM Peak Hour with Project	● 127 vehicles minor approach 1646 vehicles major approaches

*NOTE   150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE

Source: Year 2010 Manual on Uniform Traffic Control Devices, Federal Highway Administration
Cartan Field EIR

Warrant #3

Warrant Chart Figure 7
El Camino Real/Alejandra Ave & Valparaiso Ave/Emilie Ave
2035 PM Commute with Project
Peak Hour Volumes

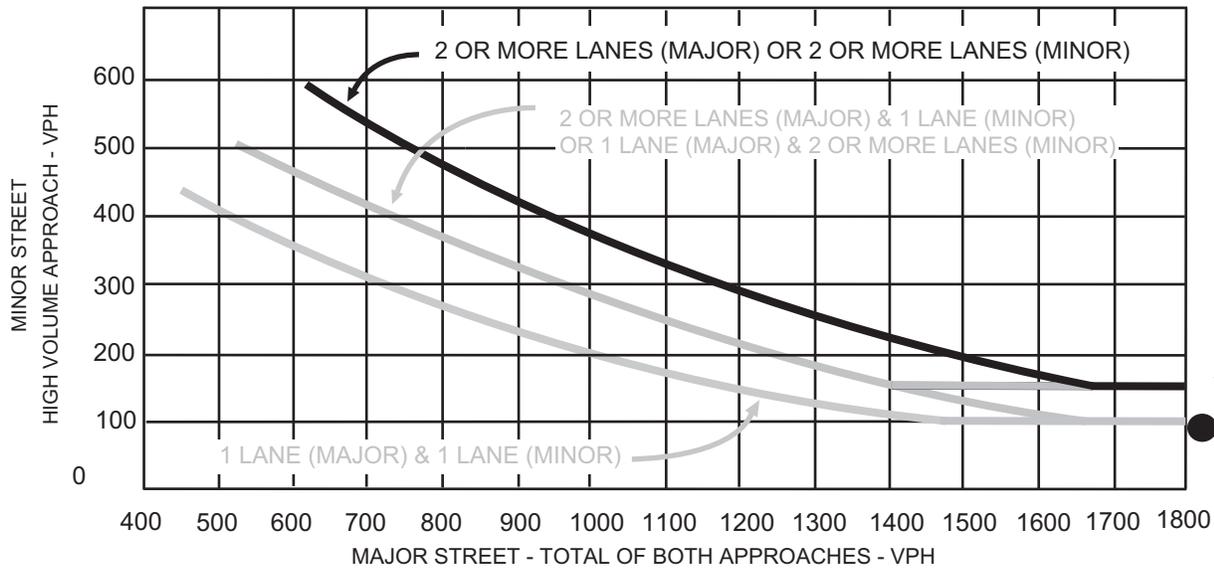**CRANE TRANSPORTATION GROUP**

                        Existing Saturday Baseball
                            without Project

                    Level Of Service Computation Report
                2000 HCM Unsignalized Method (Base Volume Alternative)
****
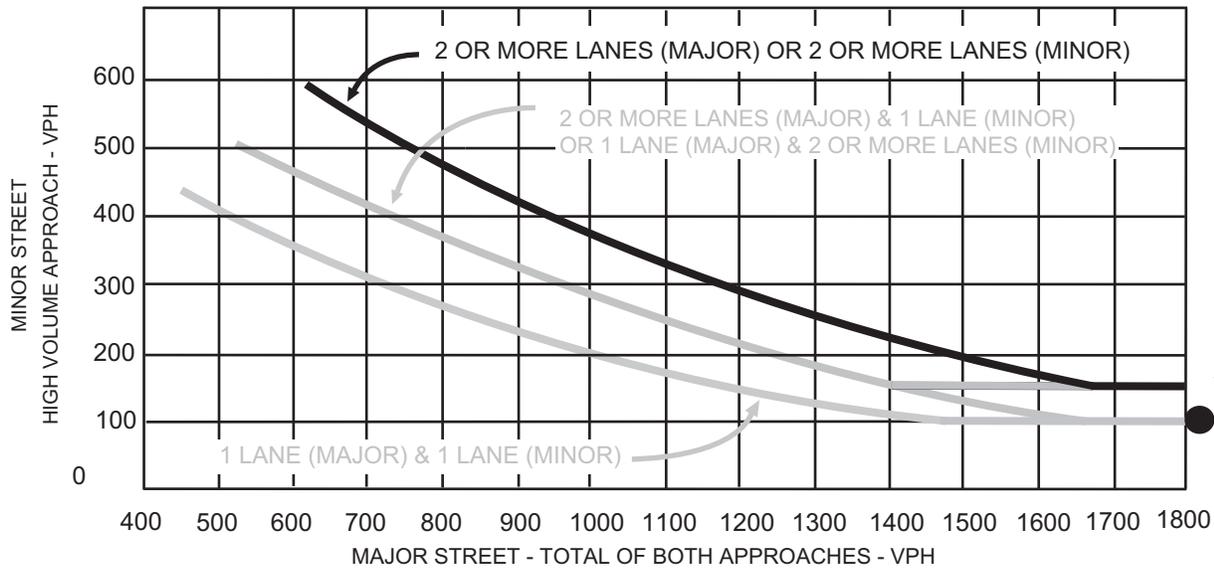Intersection #2 El Camino Real/Alejandra
****
Average Delay (sec/veh):   0.9   Worst Case Level Of Service: C[18.3]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 1 0 2 0 0   0 0 2 1 0   1 0 0 0 1   0 0 0 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 65 1030   0   0 1110   39   24   0   43   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: 65 1030   0   0 1110   39   24   0   43   0   0   0
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume: 68 1084   0   0 1168   41   25   0   45   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 68 1084   0   0 1168   41   25   0   45   0   0   0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1210 xxxx xxxxx xxxx xxxx xxxxx 1879 xxxx   421 xxxx xxxx xxxxx
Potent Cap.: 583 xxxx xxxxx xxxx xxxx xxxxx   64 xxxx   587 xxxx xxxx xxxxx
Move Cap.:   583 xxxx xxxxx xxxx xxxx xxxxx   58 xxxx   581 xxxx xxxx xxxxx
Total Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx   168 124 xxxxx   134 106 xxxxx
Volume/Cap: 0.12 xxxx xxxx xxxx xxxx xxxx 0.15 xxxx 0.08 xxxx xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 0.4 xxxx xxxxx xxxx xxxx xxxxx   0.5 xxxx   0.3 xxxx xxxx xxxxx
Control Del: 12.0 xxxx xxxxx xxxxx xxxx xxxxx 30.2 xxxx 11.7 xxxxx xxxx xxxxx
LOS by Move: B   *   *   *   *   *   D   *   B   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   18.3   xxxxxx
ApproachLOS: *   *   C   *
****
Note: Queue reported is the number of cars per lane.
****

                       Existing Saturday Baseball
                            with Project

                    Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #2 El Camino Real/Alejandra
****
Average Delay (sec/veh):   0.9   Worst Case Level Of Service: C[18.5]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 1 0 2 0 0   0 0 2 1 0   1 0 0 0 1   0 0 0 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 72 1030   0   0 1105   45   24   0   43   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: 72 1030   0   0 1105   45   24   0   43   0   0   0
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume: 76 1084   0   0 1163   47   25   0   45   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 76 1084   0   0 1163   47   25   0   45   0   0   0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1212 xxxx xxxxx xxxx xxxx xxxxx 1892 xxxx   422 xxxx xxxx xxxxx
Potent Cap.: 583 xxxx xxxxx xxxx xxxx xxxxx   63 xxxx   586 xxxx xxxx xxxxx
Move Cap.:   582 xxxx xxxxx xxxx xxxx xxxxx   56 xxxx   580 xxxx xxxx xxxxx
Total Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx   166 122 xxxxx   130 103 xxxxx
Volume/Cap: 0.13 xxxx xxxx xxxx xxxx xxxx 0.15 xxxx 0.08 xxxx xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 0.4 xxxx xxxxx xxxx xxxx xxxxx   0.5 xxxx   0.3 xxxx xxxx xxxxx
Control Del: 12.1 xxxx xxxxx xxxxx xxxx xxxxx 30.6 xxxx 11.7 xxxxx xxxx xxxxx
LOS by Move: B   *   *   *   *   *   D   *   B   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   18.5   xxxxxx
ApproachLOS: *   *   C   *
****
Note: Queue reported is the number of cars per lane.
****

                             Saturday Football
                              without Project

                      Level Of Service Computation Report
                 2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #2 El Camino Real/Alejandra
****
Average Delay (sec/veh):   0.9   Worst Case Level Of Service: C[21.9]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 1 0 2 0 0   0 0 2 1 0   1 0 0 0 1   0 0 0 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 81 912   0   0 1347   51   18   0   31   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: 81 912   0   0 1347   51   18   0   31   0   0   0
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume: 85 960   0   0 1418   54   19   0   33   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 85 960   0   0 1418   54   19   0   33   0   0   0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1473 xxxx xxxxx xxxx xxxx xxxxx   2129 xxxx   510 xxxx xxxx xxxxx
Potent Cap.: 464 xxxx xxxxx xxxx xxxx xxxxx   44 xxxx   513 xxxx xxxx xxxxx
Move Cap.:   463 xxxx xxxxx xxxx xxxx xxxxx   36 xxxx   509 xxxx xxxx xxxxx
Total Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx   128 107 xxxxx   135   75 xxxxx
Volume/Cap: 0.18 xxxx xxxx xxxx xxxx xxxx   0.15 xxxx   0.06 xxxx xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 0.7 xxxx xxxxx xxxx xxxx xxxxx   0.5 xxxx   0.2 xxxx xxxx xxxxx
Control Del: 14.5 xxxx xxxxx xxxxx xxxx xxxxx   38.0 xxxx   12.6 xxxxx xxxx xxxxx
LOS by Move: B   *   *   *   *   *   E   *   B   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx   xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   21.9   xxxxxx
ApproachLOS: *   *   C   *
****
Note: Queue reported is the number of cars per lane.
****

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```
MITIG8 - Existing Saturday Tue Feb 12, 2013 11:37:33            Page 1-1
--------------------------------------------------------------------------------
                         Existing Saturday Football
                              with Project
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #2 El Camino Real/Alejandra
********************************************************************************
Average Delay (sec/veh):     1.0      Worst Case Level Of Service: C[ 21.9]
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled     Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:        1  0  2  0  0    0  0  2  1  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      91  948    0      0 1327   42     18    0   31      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:   91  948    0      0 1327   42     18    0   31      0    0     0
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00  1.00
PHF Adj:     0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95  0.95
PHF Volume:    96  998    0      0 1397   44     19    0   33      0    0     0
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0     0
FinalVolume:   96  998    0      0 1397   44     19    0   33      0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx    6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx    3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1442 xxxx xxxxx  xxxx xxxx xxxxx  2143 xxxx    499 xxxx xxxx xxxxx
Potent Cap.:  476 xxxx xxxxx  xxxx xxxx xxxxx    43 xxxx    523 xxxx xxxx xxxxx
Move Cap.:    476 xxxx xxxxx  xxxx xxxx xxxxx    35 xxxx    518 xxxx xxxx xxxxx
Total Cap:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   127  104 xxxxx    124   71 xxxxx
Volume/Cap:  0.20 xxxx  xxxx  xxxx xxxx  xxxx  0.15 xxxx   0.06 xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.7 xxxx xxxxx  xxxx xxxx xxxxx   0.5 xxxx    0.2 xxxx xxxx xxxxx
Control Del: 14.5 xxxx xxxxx xxxxx xxxx xxxxx  38.1 xxxx   12.4 xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     E    *      B    *     *     *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *      *    *     *     *
ApproachDel:      xxxxxx           xxxxxx           21.9           xxxxxx
ApproachLOS:        *                *                C                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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                    Existing Saturday without Baseball

                    Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #2 El Camino Real/Alejandra
****
Average Delay (sec/veh):   0.7   Worst Case Level Of Service: C[17.7]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 1 0 2 0 0   0 0 2 1 0   1 0 0 0 1   0 0 0 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 38 1030   0   0 1110   21   24   0   43   0   0   0
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 38 1030   0   0 1110   21   24   0   43   0   0   0
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 40 1084   0   0 1168   22   25   0   45   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 40 1084   0   0 1168   22   25   0   45   0   0   0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1192 xxxx xxxxx xxxx xxxx xxxxx 1813 xxxx   412 xxxx xxxx xxxxx
Potent Cap.: 593 xxxx xxxxx   xxxx xxxx xxxxx   71 xxxx   595 xxxx xxxx xxxxx
Move Cap.:   593 xxxx xxxxx   xxxx xxxx xxxxx   67 xxxx   590 xxxx xxxx xxxxx
Total Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx   178 134 xxxxx   152 123 xxxxx
Volume/Cap: 0.07 xxxx xxxx   xxxx xxxx xxxx 0.14 xxxx 0.08 xxxx xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 0.2 xxxx xxxxx   xxxx xxxx xxxxx   0.5 xxxx   0.2 xxxx xxxx xxxxx
Control Del: 11.5 xxxx xxxxx xxxxx xxxx xxxxx 28.5 xxxx 11.6 xxxxx xxxx xxxxx
LOS by Move: B   *   *   *   *   *   D   *   B   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   17.7   xxxxxx
ApproachLOS: *   *   C   *
****
Note: Queue reported is the number of cars per lane.
****

                              Saturday Football
                               without Project

                      Level Of Service Computation Report
               2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #1 El Camino Real/Isabella
****
Average Delay (sec/veh):   0.3   Worst Case Level Of Service: C[16.2]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 1 0 3 0 0   0 0 2 1 0   0 0 1! 0 0   0 0 0 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 38 975   0   0 1445   7   3   0   15   0   0   0
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00   1.00
Initial Bse: 38 975   0   0 1445   7   3   0   15   0   0   0
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00   1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95   0.95
PHF Volume: 40 1026   0   0 1521   7   3   0   16   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 40 1026   0   0 1521   7   3   0   16   0   0   0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1538 xxxx xxxxx xxxx xxxx xxxxx   1962 2651   526 xxxx xxxx xxxxx
Potent Cap.: 438 xxxx xxxxx xxxx xxxx xxxxx   57   23   502 xxxx xxxx xxxxx
Move Cap.:   434 xxxx xxxxx xxxx xxxx xxxxx   52   21   496 xxxx xxxx xxxxx
Total Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx   133 105 xxxxx   151   90 xxxxx
Volume/Cap: 0.09 xxxx xxxx xxxx xxxx xxxx   0.02 0.00 0.03 xxxx xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 0.3 xxxx xxxxx xxxx xxxx xxxxx   xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 14.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: B   *   *   *   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx   xxxx 340 xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 16.2 xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   C   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   16.2   xxxxxx
ApproachLOS: *   *   C   *
****
Note: Queue reported is the number of cars per lane.
****

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                          Existing Saturday Football
                               with Project

                       Level Of Service Computation Report
                 2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #1 El Camino Real/Isabella
****
Average Delay (sec/veh):   0.6   Worst Case Level Of Service: C[16.5]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 1 0 3 0 0   0 0 2 1 0   0 0 1! 0 0   0 0 0 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 74 975   0   0 1448   7   3   0   15   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: 74 975   0   0 1448   7   3   0   15   0   0   0
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 78 1026   0   0 1524   7   3   0   16   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 78 1026   0   0 1524   7   3   0   16   0   0   0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.8 6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1542 xxxx xxxxx xxxx xxxx xxxxx 2041 2730 527 xxxx xxxx xxxxx
Potent Cap.: 437 xxxx xxxxx xxxx xxxx xxxxx   50   21 501 xxxx xxxx xxxxx
Move Cap.:   433 xxxx xxxxx xxxx xxxx xxxxx   43   17 495 xxxx xxxx xxxxx
Total Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx 126   96 xxxxx 125   68 xxxxx
Volume/Cap: 0.18 xxxx xxxx xxxx xxxx xxxx 0.03 0.00 0.03 xxxx xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 0.6 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 15.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: C   *   *   *   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 332 xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 16.5 xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   C   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   16.5   xxxxxx
ApproachLOS: *   *   C   *
****
Note: Queue reported is the number of cars per lane.
****

                          Existing Saturday Baseball
                               without Project

                       Level Of Service Computation Report
                  2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #3 Alejandra-Emilie
****
Average Delay (sec/veh):   7.4   Worst Case Level Of Service: A[8.7]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Uncontrolled   Uncontrolled
Rights: Include   Include   Include   Include
Lanes: 0 0 1! 0 0   0 0 0 0 0   0 0 0 1 0   0 1 0 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 15   0   57   0   0   0   0   5   4   18   3   0
Growth Adj: 1.00 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   0   57   0   0   0   0   5   4   18   3   0
User Adj: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 11   0   43   0   0   0   0   4   3   14   2   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 11   0   43   0   0   0   0   4   3   14   2   0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 6.4 6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 50   40   20 xxxx xxxx xxxxx xxxx xxxx xxxxx   12 xxxx xxxxx
Potent Cap.:   965 857 1063 xxxx xxxx xxxxx xxxx xxxx xxxxx 1620 xxxx xxxxx
Move Cap.:   947 846 1050 xxxx xxxx xxxxx xxxx xxxx xxxxx 1614 xxxx xxxxx
Volume/Cap: 0.01 0.00 0.04 xxxx xxxx xxxx xxxx xxxx xxxx 0.01 xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.2 xxxx xxxxx
LOS by Move: *   *   *   *   *   *   *   *   *   A   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx 1027 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 8.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.2 xxxx xxxxx
Shared LOS: *   A   *   *   *   *   *   *   *   A   *   *
ApproachDel: 8.7   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: A   *   *   *
****
Note: Queue reported is the number of cars per lane.
****

```
                          Existing Saturday Baseball
                                with Project
```

```
                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Alejandra-Emilie
********************************************************************************
Average Delay (sec/veh):      7.4      Worst Case Level Of Service: A[  8.7]
********************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign         Stop Sign        Uncontrolled      Uncontrolled
Rights:           Include           Include           Include           Include
Lanes:        0  0  1! 0  0     0  0  0  0  0     0  0  0  1  0     0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     15    0   60     0    0    0     0    6    4    18    3    0
Growth Adj: 1.00 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    0   60     0    0    0     0    6    4    18    3    0
User Adj:   0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75
PHF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   11    0   45     0    0    0     0    5    3    14    2    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:  11    0   45     0    0    0     0    5    3    14    2    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  50   40    21 xxxx xxxx xxxxx  xxxx xxxx xxxxx    13 xxxx xxxxx
Potent Cap.: 964  856  1062 xxxx xxxx xxxxx  xxxx xxxx xxxxx  1619 xxxx xxxxx
Move Cap.:   946  845  1049 xxxx xxxx xxxxx  xxxx xxxx xxxxx  1613 xxxx xxxxx
Volume/Cap: 0.01 0.00  0.04 xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.3 xxxx xxxxx
LOS by Move:   *     *     *     *     *     *     *     *     *    A     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx 1027 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx  8.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.3 xxxx xxxxx
Shared LOS:    *     A     *     *     *     *     *     *     *    A     *     *
ApproachDel:       8.7            xxxxxx            xxxxxx            xxxxxx
ApproachLOS:        A                *                 *                 *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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-------------------------------------------------------------------------------
                      Existing Saturday without Baseball
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Alejandra-Emilie
********************************************************************************
Average Delay (sec/veh):       7.4      Worst Case Level Of Service: A[  8.7]
********************************************************************************
Approach:         North Bound        South Bound        East Bound         West Bound
Movement:     L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign          Stop Sign         Uncontrolled       Uncontrolled
Rights:           Include            Include            Include            Include
Lanes:        0  0  1! 0  0      0  0  0  0  0      0  0  0  1  0      0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15    0    53      0    0    0      0    5    4     18    3     0
Growth Adj:  1.00 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    0    53      0    0    0      0    5    4     18    3     0
User Adj:    0.75 0.75  0.75   0.75 0.75 0.75   0.75 0.75 0.75   0.75 0.75  0.75
PHF Adj:     1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00  1.00
PHF Volume:    11    0    40      0    0    0      0    4    3     14    2     0
Reduct Vol:     0    0     0      0    0    0      0    0    0      0    0     0
FinalVolume:   11    0    40      0    0    0      0    4    3     14    2     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx    4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx    2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   50   40    20 xxxxx xxxx xxxxx  xxxx xxxx xxxxx     12 xxxx xxxxx
Potent Cap.:  965  857  1063 xxxxx xxxx xxxxx  xxxx xxxx xxxxx   1620 xxxx xxxxx
Move Cap.:    947  846  1050 xxxxx xxxx xxxxx  xxxx xxxx xxxxx   1614 xxxx xxxxx
Volume/Cap:  0.01 0.00  0.04 xxxxx xxxx  xxxx  xxxx xxxx  xxxx   0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx    0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx    7.2 xxxx xxxxx
LOS by Move:    *    *     *      *    *    *      *    *    *      A    *     *
Movement:     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx 1025 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   xxxx xxxx xxxxx
SharedQueue:xxxxx  0.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx    0.0 xxxx xxxxx
Shrd ConDel:xxxxx  8.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx    7.2 xxxx xxxxx
Shared LOS:     *    A     *      *    *    *      *    *    *      A    *     *
ApproachDel:       8.7              xxxxxx             xxxxxx             xxxxxx
ApproachLOS:        A                 *                  *                  *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

                                AM Peak Hour
                              Existing Volumes

                      Level Of Service Computation Report
                 2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #2 El Camino Real/Alejandra
****
Average Delay (sec/veh):   1.1   Worst Case Level Of Service: D[26.3]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 1 0 2 0 0   0 0 2 1 0   1 0 0 0 1   0 0 0 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 35 965   0   0 1984   90   15   0   85   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: 35 965   0   0 1984   90   15   0   85   0   0   0
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97   0.97 0.97 0.97   0.97 0.97 0.97   0.97 0.97 0.97
PHF Volume: 36 995   0   0 2045   93   15   0   88   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 36 995   0   0 2045   93   15   0   88   0   0   0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2139 xxxx xxxxx xxxx xxxx xxxxx   2666 xxxx   736 xxxx xxxx xxxxx
Potent Cap.: 257 xxxx xxxxx xxxx xxxx xxxxx   19 xxxx   366 xxxx xxxx xxxxx
Move Cap.:   256 xxxx xxxxx xxxx xxxx xxxxx   17 xxxx   363 xxxx xxxx xxxxx
Total Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx   68   66 xxxxx   123   43 xxxxx
Volume/Cap: 0.14 xxxx xxxx xxxx xxxx xxxx   0.23 xxxx   0.24 xxxx xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 0.5 xxxx xxxxx xxxx xxxx xxxxx   0.8 xxxx   0.9 xxxx xxxx xxxxx
Control Del: 21.3 xxxx xxxxx xxxxx xxxx xxxxx   73.5 xxxx   18.0 xxxxx xxxx xxxxx
LOS by Move: C   *   *   *   *   *   F   *   C   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx   xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   26.3   xxxxxx
ApproachLOS: *   *   D   *
****
Note: Queue reported is the number of cars per lane.
****

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                              AM Peak Hour
                            Existing Volumes

                    Level Of Service Computation Report
                2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #5 El Camino Real/Valparaiso/Glenwood
****
Cycle (sec):   145   Critical Vol./Cap.(X):   0.744
Loss Time (sec):   4   Average Crit Del (sec/veh):   48.0
Optimal Cycle: 42   Level Of Service: D
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Split Phase   Split Phase
Rights: Include   Include   Include   Include
Min. Green: 4   10   10   10   10   4   6   6   6   6   6   6
Y+R: 4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0
Lanes: 1   0 2 0 1   1   0 2 0 1   1 1 0 0 1   1 0 0 1 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 95 706   27   79 1250 623   285 146   74   55 179   15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 95 706   27   79 1250 623   285 146   74   55 179   15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 98 728   28   81 1289 642   294 151   76   57 185   15
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 98 728   28   81 1289 642   294 151   76   57 185   15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 98 728   28   81 1289 642   294 151   76   57 185   15
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.75 0.95 0.95 0.77 0.97 0.97 0.83 0.95 0.99 0.98
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.32 0.68 1.00 1.00 0.92 0.08
Final Sat.:   1805 3610 1423 1805 3610 1454 2432 1246 1568 1805 1732 145
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.05 0.20 0.02 0.05 0.36 0.44 0.12 0.12 0.05 0.03 0.11 0.11
Crit Moves: ****   ****   ****   ****
Green/Cycle: 0.07 0.50 0.50 0.17 0.59 0.59 0.16 0.16 0.16 0.14 0.14 0.14
Volume/Cap: 0.74 0.41 0.04 0.27 0.60 0.74 0.74 0.74 0.30 0.22 0.74 0.74
Delay/Veh: 86.2 23.1 18.7 52.8 19.1 25.0 62.9 62.9 54.1 55.4 70.3 70.3
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: 86.2 23.1 18.7 52.8 19.1 25.0 62.9 62.9 54.1 55.4 70.3 70.3
LOS by Move: F   C   B   D   B   C   E   E   D   E   E   E
HCM2kAvgQ: 6   10   1   3   19   21   11   11   3   2   10   10
****
Note: Queue reported is the number of cars per lane.
****

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```
MITIG8 - Existing AM Peak  Tue Feb 12, 2013 09:52:55              Page 1-1
--------------------------------------------------------------------------------
                                AM Peak Hour
                             Existing Volumes
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
                 2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Alejandra/Emilie
********************************************************************************
Average Delay (sec/veh):      4.1     Worst Case Level Of Service: B[ 11.1]
********************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign       Uncontrolled      Uncontrolled
Rights:          Include           Include          Include           Include
Lanes:      0   0  1!  0   0    0   0   0   0   0    0   0   0   1   0    0   1   0   0   0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    35    0   80     0    0    0     0   25  205    60   20    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 35    0   80     0    0    0     0   25  205    60   20    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75
PHF Volume:  47    0  107     0    0    0     0   33  273    80   27    0
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume: 47    0  107     0    0    0     0   33  273    80   27    0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 6.4  6.5  6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim: 3.5  4.0  3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 377  367  190 xxxx xxxx xxxxx  xxxx xxxx xxxxx   317 xxxx xxxxx
Potent Cap.: 629  565  857 xxxx xxxx xxxxx  xxxx xxxx xxxxx  1255 xxxx xxxxx
Move Cap.:   587  523  843 xxxx xxxx xxxxx  xxxx xxxx xxxxx  1244 xxxx xxxxx
Volume/Cap: 0.08 0.00 0.13 xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.06 xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:  xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  8.1 xxxx xxxxx
LOS by Move:   *    *    *     *    *    *     *    *    *     A    *    *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx  744 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx  0.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  0.2 xxxx xxxxx
Shrd ConDel:xxxxx 11.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  8.1 xxxx xxxxx
Shared LOS:    *    B    *     *    *    *     *    *    *     A    *    *
ApproachDel:      11.1          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:       B              *               *               *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************



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```

                            AM Peak Hour
                          Existing Volumes

                    Level Of Service Computation Report
                 2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #4 Valparaiso/Emilie
****
Average Delay (sec/veh):   25.2   Worst Case Level Of Service: F[309.5]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Uncontrolled   Uncontrolled
Rights: Include   Include   Include   Include
Lanes: 0 0 0 0 0   0 0 1! 0 0   0 1 0 0 0   0 0 0 1 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 0   0   0   107   0   25   70 720   0   0 665   63
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 0   0   0   107   0   25   70 720   0   0 665   63
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90   0.90 0.90 0.90 0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume: 0   0   0   119   0   28   78 800   0   0 739   70
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 0   0   0   119   0   28   78 800   0   0 739   70
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   1741 1731   786   811 xxxx xxxxx   xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   97   89   395   824 xxxx xxxxx   xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   88   80   391   823 xxxx xxxxx   xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxx   1.35 0.00 0.07 0.09 xxxx xxxx   xxxx xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx   xxxx xxxx xxxxx   0.3 xxxx xxxxx   xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *   *   *   *   *   *   A   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   xxxx 104 xxxxx xxxx xxxx xxxxx   xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 10.6 xxxxx   0.3 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 310 xxxxx   9.8 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   F   *   A   *   *   *   *   *
ApproachDel: xxxxxx   309.5   xxxxxx   xxxxxx
ApproachLOS: *   F   *   *
****
Note: Queue reported is the number of cars per lane.
****

AM Peak Hour
Existing Volumes

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative
****
Intersection #4 Valparaiso/Emilie
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|-----------------|-----------------|-----------------|-----------------|
HevVeh: 0%   0%   0%   0%
Grade: 0%   0%   0%   0%
Peds/Hour: 0   2   10   10
Pedestrian Walk Speed: 4.00 feet/sec
LaneWidth: 12 feet   12 feet   12 feet   12 feet
Time Period: 0.25 hour

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AM Peak Hour
Existing Volumes

Peak Hour Delay Signal Warrant Report
****
Intersection #4 Valparaiso/Emilie
****
Base Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Uncontrolled   Uncontrolled
Lanes: 0   0   0 0 0   0 0 1! 0 0   0 1 0 0 0   0 0 0 1 0
Initial Vol: 0   0   107   0   25   70 720   0   0 665   63
ApproachDel: xxxxxx   309.5   xxxxxx   xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=11.3]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=132]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1650]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

                               AM Peak Hour
                             Existing Volumes

                  Peak Hour Volume Signal Warrant Report [Urban]
****
Intersection #4 Valparaiso/Emilie
****
Base Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Uncontrolled   Uncontrolled
Lanes: 0 0 0 0 0   0 0 1! 0 0   0 1 0 0 0   0 0 0 1 0
Initial Vol: 0   0   0   107   0   25   70 720   0   0 665   63
------------|---------------||---------------||---------------||---------------|
Major Street Volume: 1518
Minor Approach Volume: 132
Minor Approach Volume Threshold: 108

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

```
                                 PM Peak Hour
                            2035 PM without Project
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
                  2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #2 El Camino Real/Alejandra
********************************************************************************
Average Delay (sec/veh):      0.9      Worst Case Level Of Service: D[ 31.2]
********************************************************************************
Approach:        North Bound        South Bound        East Bound        West Bound
Movement:      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Uncontrolled       Uncontrolled       Stop Sign          Stop Sign
Rights:           Include            Include            Include            Include
Lanes:        1  0  2  0  0      0  0  2  1  0      1  0  0  0  1      0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      46 2254     0      0 1622    65     30    0    70      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:   46 2254     0      0 1622    65     30    0    70      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:    46 2254     0      0 1622    65     30    0    70      0    0      0
Reduct Vol:     0    0     0      0    0     0      0    0     0      0    0      0
FinalVolume:   46 2254     0      0 1622    65     30    0    70      0    0      0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx    6.8 xxxx    6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx    3.5 xxxx    3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1689 xxxx xxxxx  xxxx xxxx xxxxx   2881 xxxx    585 xxxx xxxx xxxxx
Potent Cap.:  383 xxxx xxxxx  xxxx xxxx xxxxx     13 xxxx    459 xxxx xxxx xxxxx
Move Cap.:    383 xxxx xxxxx  xxxx xxxx xxxxx     12 xxxx    455 xxxx xxxx xxxxx
Total Cap:   xxxx xxxx xxxxx  xxxx xxxx xxxxx     84   41 xxxxx     28   36 xxxxx
Volume/Cap:  0.12 xxxx  xxxx  xxxx xxxx  xxxx   0.36 xxxx   0.15 xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.4 xxxx xxxxx  xxxx xxxx xxxxx    1.4 xxxx    0.5 xxxx xxxx xxxxx
Control Del: 15.7 xxxx xxxxx xxxxx xxxx xxxxx   70.4 xxxx   14.4 xxxxx xxxx xxxxx
LOS by Move:   C    *     *      *    *     *      F    *      B     *    *      *
Movement:     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:     *    *     *      *    *     *      *    *     *      *    *      *
ApproachDel:      xxxxxx             xxxxxx             31.2              xxxxxx
ApproachLOS:        *                  *                  D                  *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
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```

                              PM Peak Hour
                           2035 PM with Project

                    Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #2 El Camino Real/Alejandra
****
Average Delay (sec/veh):   1.0   Worst Case Level Of Service: D[31.0]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 1 0 2 0 0   0 0 2 1 0   1 0 0 0 1   0 0 0 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 48 2253   0   0 1620   67   30   0   72   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: 48 2253   0   0 1620   67   30   0   72   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: 48 2253   0   0 1620   67   30   0   72   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 48 2253   0   0 1620   67   30   0   72   0   0   0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx 6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx 3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1689 xxxx xxxxx xxxx xxxx xxxxx 2883 xxxx   586 xxxx xxxx xxxxx
Potent Cap.: 383 xxxx xxxxx xxxx xxxx xxxxx   13 xxxx   459 xxxx xxxx xxxxx
Move Cap.:   383 xxxx xxxxx xxxx xxxx xxxxx   12 xxxx   454 xxxx xxxx xxxxx
Total Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx   83   41 xxxxx   28   36 xxxxx
Volume/Cap: 0.13 xxxx xxxx xxxx xxxx xxxx 0.36 xxxx 0.16 xxxx xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 0.4 xxxx xxxxx xxxx xxxx xxxxx 1.4 xxxx   0.6 xxxx xxxx xxxxx
Control Del: 15.8 xxxx xxxxx xxxxx xxxx xxxxx 70.7 xxxx 14.4 xxxxx xxxx xxxxx
LOS by Move: C   *   *   *   *   *   F   *   B   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   31.0   xxxxxx
ApproachLOS: *   *   D   *
****
Note: Queue reported is the number of cars per lane.
****

```
MITIG8 - PM 2035 without PrTue Feb 12, 2013 10:59:37          Page 1-1
--------------------------------------------------------------------------------
                              PM Peak Hour
                          2035 PM without Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
                 2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #5 El Camino Real/Valparaiso/Glenwood
********************************************************************************
Cycle (sec):          145          Critical Vol./Cap.(X):         0.924
Loss Time (sec):        4          Average Crit Del (sec/veh):     58.1
Optimal Cycle:        114          Level Of Service:                  E
********************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Protected        Split Phase       Split Phase
Rights:          Include           Include           Include           Include
Min. Green:    4   10    10    10    10     4     6     6     6     6     6     6
Y+R:          4.0  4.0   4.0   4.0   4.0   4.0   4.0   4.0   4.0   4.0   4.0   4.0
Lanes:         1   0  2  0  1    1  0  2  0  1    1  1  0  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      212 1675    74    98  1434   339   581   271   129    79   252    26
Growth Adj:   1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   212 1675    74    98  1434   339   581   271   129    79   252    26
User Adj:     1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:    212 1675    74    98  1434   339   581   271   129    79   252    26
Reduct Vol:      0    0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   212 1675    74    98  1434   339   581   271   129    79   252    26
PCE Adj:      1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:   212 1675    74    98  1434   339   581   271   129    79   252    26
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:   0.95 0.95  0.80  0.95  0.95  0.77  0.97  0.97  0.83  0.95  0.99  0.98
Lanes:        1.00 2.00  1.00  1.00  2.00  1.00  1.36  0.64  1.00  1.00  0.91  0.09
Final Sat.:   1805 3610  1529  1805  3610  1454  2506  1169  1585  1805  1698   175
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.12 0.46  0.05  0.05  0.40  0.23  0.23  0.23  0.08  0.04  0.15  0.15
Crit Moves:        ****              ****              ****              ****
Green/Cycle:  0.13 0.50  0.50  0.07  0.44  0.44  0.25  0.25  0.25  0.16  0.16  0.16
Volume/Cap:   0.91 0.93  0.10  0.79  0.91  0.53  0.93  0.93  0.33  0.28  0.93  0.93
Delay/Veh:    98.0 44.0  19.4  94.0  46.4  30.9  69.6  69.6  45.1  54.2  95.5  95.5
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:   98.0 44.0  19.4  94.0  46.4  30.9  69.6  69.6  45.1  54.2  95.5  95.5
LOS by Move:     F    D     B     F     D     C     E     E     D     D     F     F
HCM2kAvgQ:      12   41     2     6    35    11    22    22     5     3    16    16
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************


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```

```
MITIG8 - PM 2035 with ProjeTue Feb 12, 2013 11:05:08          Page 1-1
--------------------------------------------------------------------------------
                              PM Peak Hour
                           2035 PM with Project
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
                 2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #5 El Camino Real/Valparaiso/Glenwood
********************************************************************************
Cycle (sec):          145           Critical Vol./Cap.(X):       0.924
Loss Time (sec):        4           Average Crit Del (sec/veh):   58.1
Optimal Cycle:        115           Level Of Service:               E
********************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:       L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:    4   10   10    10   10    4     6    6    6     6    6    6
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
Lanes:         1   0  2  0  1   1  0  2  0  1   1  1  0  0  1   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      210 1677   74    98 1435  337   580  271  128    79  252   26
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   210 1677   74    98 1435  337   580  271  128    79  252   26
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    210 1677   74    98 1435  337   580  271  128    79  252   26
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   210 1677   74    98 1435  337   580  271  128    79  252   26
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   210 1677   74    98 1435  337   580  271  128    79  252   26
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.95 0.95 0.80  0.95 0.95 0.77  0.97 0.97 0.83  0.95 0.99 0.98
Lanes:        1.00 2.00 1.00  1.00 2.00 1.00  1.36 0.64 1.00  1.00 0.91 0.09
Final Sat.:   1805 3610 1529  1805 3610 1454  2504 1170 1585  1805 1698  175
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.12 0.46 0.05  0.05 0.40 0.23  0.23 0.23 0.08  0.04 0.15 0.15
Crit Moves:        ****            ****            ****            ****
Green/Cycle:  0.13 0.50 0.50  0.07 0.44 0.44  0.25 0.25 0.25  0.16 0.16 0.16
Volume/Cap:   0.91 0.93 0.10  0.79 0.91 0.53  0.93 0.93 0.33  0.28 0.93 0.93
Delay/Veh:    97.7 44.0 19.3  94.0 46.1 30.7  69.7 69.7 45.1  54.2 95.5 95.5
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:   97.7 44.0 19.3  94.0 46.1 30.7  69.7 69.7 45.1  54.2 95.5 95.5
LOS by Move:    F    D    B     F    D    C     E    E    D     D    F    F
HCM2kAvgQ:      12   41    2     6   34   11    22   22    5     3   16   16
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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                              PM Peak Hour
                         2035 PM without Project

                   Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #3 Alejandra/Emilie
****
Average Delay (sec/veh):   6.5   Worst Case Level Of Service: A[9.8]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Uncontrolled   Uncontrolled
Rights: Include   Include   Include   Include
Lanes: 0 0 1! 0 0   0 0 0 0 0   0 0 0 1 0   0 1 0 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 38   0   55   0   0   0   0   15   20   60   20   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 38   0   55   0   0   0   0   15   20   60   20   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
PHF Volume: 51   0   73   0   0   0   0   20   27   80   27   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 51   0   73   0   0   0   0   20   27   80   27   0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 6.4 6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 226 221   45 xxxx xxxx xxxxx xxxx xxxx xxxxx   48 xxxx xxxxx
Potent Cap.: 767 681 1030 xxxx xxxx xxxxx xxxx xxxx xxxxx 1573 xxxx xxxxx
Move Cap.:   732 644 1020 xxxx xxxx xxxxx xxxx xxxx xxxxx 1571 xxxx xxxxx
Volume/Cap: 0.07 0.00 0.07 xxxx xxxx xxxx xxxx xxxx xxxx 0.05 xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
LOS by Move: *   *   *   *   *   *   *   *   *   A   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx 878 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.2 xxxx xxxxx
Shrd ConDel:xxxxx 9.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
Shared LOS: *   A   *   *   *   *   *   *   *   A   *   *
ApproachDel: 9.8   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: A   *   *   *
****
Note: Queue reported is the number of cars per lane.
****

```
MITIG8 - PM 2035 with ProjeTue Feb 12, 2013 11:06:00          Page 1-1
--------------------------------------------------------------------------------
                              PM Peak Hour
                          2035 PM with Project
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
               2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Alejandra/Emilie
********************************************************************************
Average Delay (sec/veh):      6.5      Worst Case Level Of Service: A[  9.8]
********************************************************************************
Approach:        North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       38    0   55    0    0    0    0   15   20   60   20    0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    38    0   55    0    0    0    0   15   20   60   20    0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
PHF Volume:     51    0   73    0    0    0    0   20   27   80   27    0
Reduct Vol:      0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:    51    0   73    0    0    0    0   20   27   80   27    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx    4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx    2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  226  221    45 xxxx xxxx xxxxx  xxxx xxxx xxxxx     48 xxxx xxxxx
Potent Cap.:  767  681  1030 xxxx xxxx xxxxx  xxxx xxxx xxxxx   1573 xxxx xxxxx
Move Cap.:    732  644  1020 xxxx xxxx xxxxx  xxxx xxxx xxxxx   1571 xxxx xxxxx
Volume/Cap:  0.07 0.00  0.07 xxxx xxxx  xxxx  xxxx xxxx  xxxx   0.05 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx xxxx xxxx xxxxx  xxxx xxxx xxxxx    0.2 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx    7.4 xxxx xxxxx
LOS by Move:    *    *     *    *    *    *     *    *    *      A    *    *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  878 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx  0.2 xxxx xxxxx
Shrd ConDel:xxxxx  9.8 xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx  7.4 xxxx xxxxx
Shared LOS:     *    A     *    *    *    *     *    *    *      A    *    *
ApproachDel:       9.8           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:        A              *                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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```
--------------------------------------------------------------------------------
                              PM Peak Hour
                          2035 PM without Project
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Valparaiso/Emilie
********************************************************************************
Average Delay (sec/veh):     10.9     Worst Case Level Of Service: F[147.7]
********************************************************************************
Approach:        North Bound        South Bound        East Bound         West Bound
Movement:     L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign          Stop Sign         Uncontrolled        Uncontrolled
Rights:          Include            Include            Include            Include
Lanes:       0  0  0  0  0      1  0  0  0  1      0  1  0  0  0      0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0    0    0     90    0   37     46  640    0      0  875   85
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:     0    0    0     90    0   37     46  640    0      0  875   85
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume:      0    0    0     95    0   39     48  674    0      0  921   89
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
FinalVolume:     0    0    0     95    0   39     48  674    0      0  921   89
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx    6.4 xxxx    6.2    4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx    3.5 xxxx    3.3    2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   1751 xxxx    976   1013 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx     95 xxxx    307    693 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx     89 xxxx    305    692 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx   1.07 xxxx   0.13   0.07 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx    6.3 xxxx    0.4    0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 200.8 xxxx   18.5   10.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *      F    *      C      B    *    *      *    *    *
Movement:     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx    0.2 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx   10.6 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *      *    *    *      B    *    *      *    *    *
ApproachDel:    xxxxxx             147.7             xxxxxx             xxxxxx
ApproachLOS:       *                 F                 *                 *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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                            PM Peak Hour
                         2035 PM with Project

                   Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #4 Valparaiso/Emilie
****
Average Delay (sec/veh):   10.9   Worst Case Level Of Service: F[147.7]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Uncontrolled   Uncontrolled
Rights: Include   Include   Include   Include
Lanes: 0 0 0 0 0   1 0 0 0 1   0 1 0 0 0   0 0 0 1 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 0   0   0   90   0   37   46 640   0   0 875   85
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0   0   0   90   0   37   46 640   0   0 875   85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0   0   0   95   0   39   48 674   0   0 921   89
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 0   0   0   95   0   39   48 674   0   0 921   89
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1751 xxxx   976 1013 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   95 xxxx   307   693 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   89 xxxx   305   692 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxx 1.07 xxxx 0.13 0.07 xxxx xxxx xxxx xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx   6.3 xxxx   0.4   0.2 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 200.8 xxxx 18.5 10.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *   *   *   F   *   C   B   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 10.6 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   B   *   *   *   *   *
ApproachDel: xxxxxx   147.7   xxxxxx   xxxxxx
ApproachLOS: *   F   *   *
****
Note: Queue reported is the number of cars per lane.
****

                              PM Peak Hour
                           2016 without Project

                    Level Of Service Computation Report
                 2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #2 El Camino Real/Alejandra
****
Average Delay (sec/veh):   1.0   Worst Case Level Of Service: D[30.3]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 1 0 2 0 0   0 0 2 1 0   1 0 0 0 1   0 0 0 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 40 1965   0   0 1235   53   44   0   51   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: 40 1965   0   0 1235   53   44   0   51   0   0   0
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97   0.97 0.97 0.97   0.97 0.97 0.97   0.97 0.97 0.97
PHF Volume: 41 2026   0   0 1273   55   45   0   53   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 41 2026   0   0 1273   55   45   0   53   0   0   0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1330 xxxx xxxxx xxxx xxxx xxxxx   2403 xxxx   464 xxxx xxxx xxxxx
Potent Cap.: 526 xxxx xxxxx xxxx xxxx xxxxx   28 xxxx   551 xxxx xxxx xxxxx
Move Cap.:   525 xxxx xxxxx xxxx xxxx xxxxx   27 xxxx   545 xxxx xxxx xxxxx
Total Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx   122   59 xxxxx   42   56 xxxxx
Volume/Cap: 0.08 xxxx xxxx xxxx xxxx xxxx   0.37 xxxx   0.10 xxxx xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 0.3 xxxx xxxxx xxxx xxxx xxxxx   1.5 xxxx   0.3 xxxx xxxx xxxxx
Control Del: 12.4 xxxx xxxxx xxxxx xxxx xxxxx   51.3 xxxx   12.3 xxxxx xxxx xxxxx
LOS by Move: B   *   *   *   *   *   F   *   B   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   30.3   xxxxxx
ApproachLOS: *   *   D   *
****
Note: Queue reported is the number of cars per lane.
****

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```
                                  PM Peak Hour
                                2016 with Project
```

```
                      Level Of Service Computation Report
                 2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #2 El Camino Real/Alejandra
********************************************************************************
Average Delay (sec/veh):      1.0     Worst Case Level Of Service: D[ 30.8]
********************************************************************************
Approach:        North Bound        South Bound        East Bound         West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Uncontrolled       Uncontrolled        Stop Sign          Stop Sign
Rights:           Include            Include            Include            Include
Lanes:        1  0  2  0  0     0  0  2  1  0     1  0  0  0  1     0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      42 1964     0     0 1233    55    45    0    52     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:   42 1964     0     0 1233    55    45    0    52     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97
PHF Volume:    43 2025     0     0 1271    57    46    0    54     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   43 2025     0     0 1271    57    46    0    54     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1330 xxxx xxxxx  xxxx xxxx xxxxx  2405 xxxx   464  xxxx xxxx xxxxx
Potent Cap.:  526 xxxx xxxxx  xxxx xxxx xxxxx    28 xxxx   550  xxxx xxxx xxxxx
Move Cap.:    525 xxxx xxxxx  xxxx xxxx xxxxx    26 xxxx   545  xxxx xxxx xxxxx
Total Cap:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   121   59 xxxxx    42   55 xxxxx
Volume/Cap:  0.08 xxxx  xxxx  xxxx xxxx  xxxx  0.38 xxxx  0.10  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx xxxxx  xxxx xxxx xxxxx   1.6 xxxx   0.3  xxxx xxxx xxxxx
Control Del: 12.5 xxxx xxxxx xxxxx xxxx xxxxx  52.1 xxxx  12.3 xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     F    *     B     *    *     *
Movement:      LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:     xxxxxx             xxxxxx             30.8              xxxxxx
ApproachLOS:        *                  *                 D                  *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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```

                              PM Peak Hour
                            2016 without Project

                     Level Of Service Computation Report
                  2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #5 El Camino Real/Valparaiso/Glenwood
****
Cycle (sec):   145   Critical Vol./Cap.(X):   0.746
Loss Time (sec):   4   Average Crit Del (sec/veh):   37.9
Optimal Cycle: 42   Level Of Service: D
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Split Phase   Split Phase
Rights: Include   Include   Include   Include
Min. Green: 4   10   10   10   10   4   6   6   6   6   6   6
Y+R: 4.0 4.0   4.0   4.0 4.0   4.0   4.0 4.0 4.0   4.0 4.0 4.0
Lanes: 1   0 2 0 1   1   0 2 0 1   1 1 0 0 1   1 0 0 1 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 101 1550   48   61 977   286   367 135 122   47 164   29
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 101 1550   48   61 977   286   367 135 122   47 164   29
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 104 1598   49   63 1007   295   378 139 126   48 169   30
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 104 1598   49   63 1007   295   378 139 126   48 169   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: 104 1598   49   63 1007   295   378 139 126   48 169   30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.80 0.95 0.95 0.77 0.97 0.97 0.83 0.95 0.98 0.97
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.46 0.54 1.00 1.00 0.85 0.15
Final Sat.:   1805 3610 1529 1805 3610 1454 2681 986 1585 1805 1578 279
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.06 0.44 0.03 0.03 0.28 0.20 0.14 0.14 0.08 0.03 0.11 0.11
Crit Moves: ****   ****   ****   ****
Green/Cycle: 0.11 0.58 0.58 0.07 0.54 0.54 0.18 0.18 0.18 0.14 0.14 0.14
Volume/Cap: 0.52 0.76 0.06 0.51 0.52 0.38 0.76 0.76 0.43 0.19 0.76 0.76
Delay/Veh: 63.2 24.8 13.3 68.4 21.8 19.8 61.3 61.3 53.4 55.5 72.7 72.7
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: 63.2 24.8 13.3 68.4 21.8 19.8 61.3 61.3 53.4 55.5 72.7 72.7
LOS by Move: E   C   B   E   C   B   E   E   D   E   E   E
HCM2kAvgQ: 5   29   1   3   15   8   12   12   5   2   10   10
****
Note: Queue reported is the number of cars per lane.
****

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                              PM Peak Hour
                             2016 with Project

                    Level Of Service Computation Report
                 2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #5 El Camino Real/Valparaiso/Glenwood
****
Cycle (sec):   145   Critical Vol./Cap.(X):   0.747
Loss Time (sec):   4   Average Crit Del (sec/veh):   37.9
Optimal Cycle: 42   Level Of Service: D
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Split Phase   Split Phase
Rights: Include   Include   Include   Include
Min. Green: 4   10   10   10   10   4   6   6   6   6   6   6
Y+R: 4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0
Lanes: 1   0 2 0 1   1   0 2 0 1   1 1 0 0 1   1 0 0 1 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 99 1552   48   61 978 284   366 135 121   47 164   29
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 99 1552   48   61 978 284   366 135 121   47 164   29
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97   0.97 0.97 0.97 0.97 0.97 0.97   0.97 0.97 0.97
PHF Volume: 102 1600   49   63 1008 293   377 139 125   48 169   30
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 102 1600   49   63 1008 293   377 139 125   48 169   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: 102 1600   49   63 1008 293   377 139 125   48 169   30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900   1900 1900 1900 1900 1900 1900   1900 1900 1900
Adjustment: 0.95 0.95 0.80   0.95 0.95 0.77 0.97 0.97 0.83   0.95 0.98 0.97
Lanes: 1.00 2.00 1.00   1.00 2.00 1.00 1.46 0.54 1.00   1.00 0.85 0.15
Final Sat.: 1805 3610 1529   1805 3610 1454 2679 988 1585   1805 1578 279
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.06 0.44 0.03   0.03 0.28 0.20 0.14 0.14 0.08   0.03 0.11 0.11
Crit Moves: ****   ****   ****   ****
Green/Cycle:0.11 0.58 0.58   0.07 0.54 0.54 0.18 0.18 0.18   0.14 0.14 0.14
Volume/Cap: 0.52 0.77 0.06   0.51 0.52 0.37 0.77 0.77 0.43   0.19 0.77 0.77
Delay/Veh: 63.4 24.8 13.3   68.4 21.6 19.6 61.4 61.4 53.4   55.5 72.7 72.7
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: 63.4 24.8 13.3   68.4 21.6 19.6 61.4 61.4 53.4   55.5 72.7 72.7
LOS by Move: E   C   B   E   C   B   E   E   D   E   E   E
HCM2kAvgQ: 5   29   1   3   15   7   12   12   5   2   10   10
****
Note: Queue reported is the number of cars per lane.
****

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MITIG8 - 2016 PM Peak withoTue Feb 12, 2013 10:45:25                Page 1-1
--------------------------------------------------------------------------------
                               PM Peak Hour
                            2016 without Project
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
                 2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Alejandra/Emilie
********************************************************************************
Average Delay (sec/veh):      7.0     Worst Case Level Of Service: A[  9.5]
********************************************************************************
Approach:       North Bound       South Bound        East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign         Stop Sign       Uncontrolled      Uncontrolled
Rights:           Include           Include           Include           Include
Lanes:       0  0  1! 0  0     0  0  0  0  0     0  0  0  1  0     0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      34    0   61     0    0    0     0    7   16    50   14    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   34    0   61     0    0    0     0    7   16    50   14    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75  0.75 0.75 0.75
PHF Volume:    45    0   81     0    0    0     0    9   21    67   19    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:   45    0   81     0    0    0     0    9   21    67   19    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5  6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0  3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  178  173   32 xxxx xxxx xxxxx  xxxx xxxx xxxxx    32 xxxx xxxxx
Potent Cap.:  816  724 1048 xxxx xxxx xxxxx  xxxx xxxx xxxxx  1594 xxxx xxxxx
Move Cap.:    785  692 1037 xxxx xxxx xxxxx  xxxx xxxx xxxxx  1592 xxxx xxxxx
Volume/Cap:  0.06 0.00 0.08 xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
LOS by Move:    *    *    *     *    *    *     *    *    *     A    *    *
Movement:    LT - LTR - RT   LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  930 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx  9.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
Shared LOS:     *    A    *     *    *    *     *    *    *     A    *    *
ApproachDel:       9.5              xxxxxx            xxxxxx            xxxxxx
ApproachLOS:        A                 *                 *                 *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

                              PM Peak Hour
                            2016 with Project

                    Level Of Service Computation Report
                 2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #3 Alejandra/Emilie
****
Average Delay (sec/veh):   7.0   Worst Case Level Of Service: A[9.5]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Uncontrolled   Uncontrolled
Rights: Include   Include   Include   Include
Lanes: 0 0 1! 0 0   0 0 0 0 0   0 0 0 1 0   0 1 0 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 34   0   61   0   0   0   0   7   16   50   14   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 34   0   61   0   0   0   0   7   16   50   14   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75
PHF Volume: 45   0   81   0   0   0   0   9   21   67   19   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 45   0   81   0   0   0   0   9   21   67   19   0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 6.4 6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 178 173   32 xxxx xxxx xxxxx xxxx xxxx xxxxx   32 xxxx xxxxx
Potent Cap.: 816 724 1048 xxxx xxxx xxxxx xxxx xxxx xxxxx 1594 xxxx xxxxx
Move Cap.:   785 692 1037 xxxx xxxx xxxxx xxxx xxxx xxxxx 1592 xxxx xxxxx
Volume/Cap: 0.06 0.00 0.08 xxxx xxxx xxxx xxxx xxxx xxxx 0.04 xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
LOS by Move: *   *   *   *   *   *   *   *   *   A   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx 930 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.5 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx 9.5 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   7.4 xxxx xxxxx
Shared LOS: *   A   *   *   *   *   *   *   *   A   *   *
ApproachDel: 9.5   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: A   *   *   *
****
Note: Queue reported is the number of cars per lane.
****

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PM Peak Hour
2016 without Project

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #4 Valparaiso/Emilie
****
Average Delay (sec/veh):   3.8   Worst Case Level Of Service: E[42.9]
****

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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

Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include
Lanes:	0 0 0 0 0	1 0 0 0 1	0 1 0 0 0	0 0 0 1 0

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

Volume Module:
Base Vol:	0 0 0	81 0 34	43 540 0	0 630 79
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	81 0 34	43 540 0	0 630 79
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	0 0 0	85 0 36	45 568 0	0 663 83
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	0 0 0	85 0 36	45 568 0	0 663 83

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

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

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

Capacity Module:
Cnflct Vol:	xxxx xxxx xxxxx	1379 xxxx 715	748 xxxx xxxxx	xxxx xxxx xxxxx
Potent Cap.:	xxxx xxxx xxxxx	161 xxxx 434	870 xxxx xxxxx	xxxx xxxx xxxxx
Move Cap.:	xxxx xxxx xxxxx	152 xxxx 431	868 xxxx xxxxx	xxxx xxxx xxxxx
Volume/Cap:	xxxx xxxx xxxx	0.56 xxxx 0.08	0.05 xxxx xxxx	xxxx xxxx xxxx

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

Level Of Service Module:
2Way95thQ:	xxxx xxxx xxxxx	2.8 xxxx 0.3	0.2 xxxx xxxxx	xxxx xxxx xxxxx
Control Del:	xxxxx xxxx xxxxx	55.0 xxxx 14.1	9.4 xxxx xxxxx	xxxxx xxxx xxxxx
LOS by Move:	* * *	F * B	A * *	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
SharedQueue:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	0.2 xxxx xxxxx	xxxxx xxxx xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	9.4 xxxx xxxxx	xxxxx xxxx xxxxx
Shared LOS:	* * *	* * *	A * *	* * *
ApproachDel:	xxxxxx	42.9	xxxxxx	xxxxxx
ApproachLOS:	*	E	*	*

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

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                                PM Peak Hour
                              2016 with Project
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```
                      Level Of Service Computation Report
                 2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Valparaiso/Emilie
********************************************************************************
Average Delay (sec/veh):      3.8      Worst Case Level Of Service: E[ 42.9]
********************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign        Uncontrolled      Uncontrolled
Rights:          Include           Include           Include           Include
Lanes:       0  0  0  0  0     1  0  0  0  1     0  1  0  0  0     0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    0    81    0    34    43   540     0     0   630    79
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0    81    0    34    43   540     0     0   630    79
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:     0    0    0    85    0    36    45   568     0     0   663    83
Reduct Vol:     0    0    0     0    0     0     0     0     0     0     0     0
FinalVolume:    0    0    0    85    0    36    45   568     0     0   663    83
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1379 xxxx   715   748 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   161 xxxx   434   870 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   152 xxxx   431   868 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.56 xxxx  0.08  0.05 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   2.8 xxxx   0.3   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  55.0 xxxx  14.1   9.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *     F    *     B     A    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.4 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *     *    *     *     A    *    *     *    *    *
ApproachDel:      xxxxxx            42.9            xxxxxx            xxxxxx
ApproachLOS:        *               E                 *                 *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```