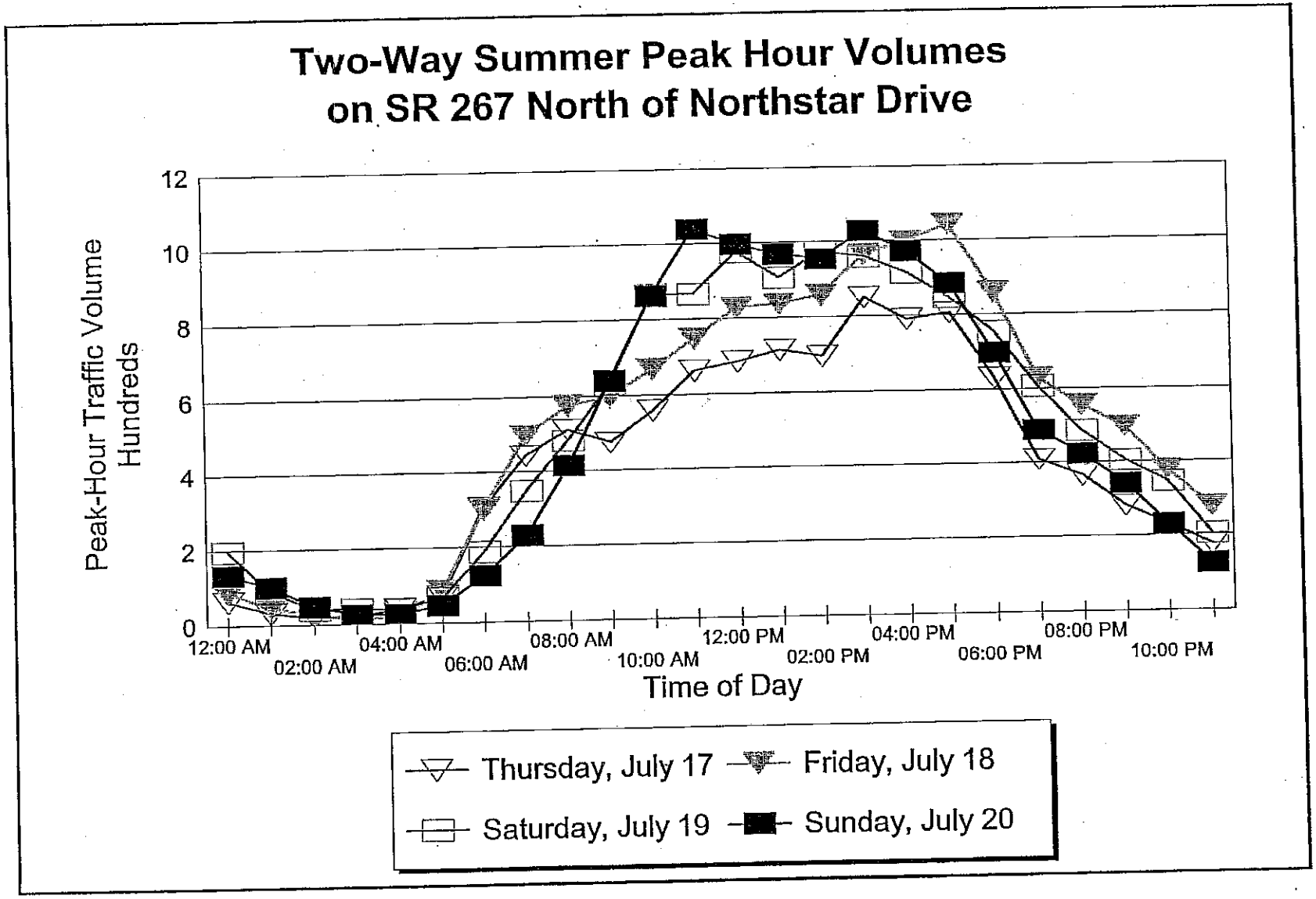
Two-Way Summer Peak Hour Volumes
on SR 267 North of Northstar Drive
Peak-Hour Traffic Volume
Hundreds
0
2
4
6
8
10
12
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
Time of Day
Thursday, July 17
Friday, July 18
Saturday, July 19
Sunday, July 20

otmtv
08/14/2000
09:17:07

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	267		3.760	B

Location Description
NORTH STAR DRIVE

Traffic Station: 930
Location Type: Control Station
Lanes: 1
Lane Code: 1

Direction of Count ~~East~~ SB

Year	Thu	Fri	Sat	Sun	Mon	Tue
1997	JUL 17	JUL 18	JUL 19	JUL 20	JUL 21	JUL 22
0-1	34 A	41 A	140 A	53 A	39 A	26 A
1-2	14 A	29 A	53 A	42 A	13 A	12 A
2-3	8 A	18 A	18 A	14 A	20 A	9 A
3-4	13 A	13 A	21 A	12 A	13 A	15 A
4-5	11 A	7 A	18 A	13 A	12 A	13 A
5-6	34 A	46 A	27 A	19 A	41 A	30 A
6-7	191 A	192 A	109 A	65 A	187 A	175 A
7-8	267 A	285 A	186 A	104 A	287 A	325 A
8-9	301 A	336 A	245 A	196 A	288 A	298 A
9-10	213 A	283 A	302 A	254 A	243 A	243 A
10-11	260 A	311 A	455 A	343 A	309 A	321 A
11-12	353 A	401 A	486 A	456 A	312 A	294 A
12-13	358 A	433 A	557 A	473 A	367 A	368 A
13-14	343 A	446 A	525 A	434 A	369 A	314 A
14-15	357 A	488 A	578 A	424 A	349 A	343 C
15-16	404 A	502 A	550 A	440 A	332 A	292 C
16-17	412 A	487 A	475 A	361 A	314 A	350 C
17-18	363 A	586 A	416 A	361 A	353 A	325 C
18-19	339 A	484 A	365 A	272 A	264 A	209 C
19-20	233 A	375 A	287 A	203 A	196 A	215 C
20-21	225 A	361 A	248 A	195 A	170 A	140 C
21-22	149 A	352 A	206 A	147 A	125 A	128 C
22-23	144 A	277 A	154 A	108 A	107 A	90 C
23-24	100 A	201 A	82 A	58 A	57 A	82 C
Day Total	5116 A	6944 A	6503 A	5047 A	4767 A	4617 C
AM Peak Hour	11-12	11-12	11-12	11-12	11-12	07-08
AM Peak Traffic	353	401	486	456	312	325
PM Peak Hour	16-17	17-18	14-15	12-13	13-14	12-13
PM Peak Traffic	412	586	578	473	369	368

otmtv
08/14/2000
09:17:07

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	267		3.760	B

Location Description
NORTH STAR DRIVE

Traffic Station: 930
Location Type: Control Station
Lanes: 1
Lane Code: 1

Direction of Count ~~West~~ NB

Year	Thu	Fri	Sat	Sun	Mon	Tue
1997	JUL 17	JUL 18	JUL 19	JUL 20	JUL 21	JUL 22
0-1	29 A	45 A	57 A	80 A	38 A	26 A
1-2	17 A	17 A	34 A	39 A	14 A	16 A
2-3	12 A	15 A	23 A	33 A	13 A	21 A
3-4	8 A	6 A	20 A	13 A	21 A	7 A
4-5	18 A	10 A	20 A	12 A	35 A	19 A
5-6	37 A	40 A	39 A	27 A	70 A	38 A
6-7	114 A	108 A	79 A	59 A	148 A	123 A
7-8	176 A	214 A	162 A	125 A	243 A	200 A
8-9	204 A	241 A	237 A	218 A	290 A	255 A
9-10	263 A	314 A	329 A	385 A	307 A	289 A
10-11	299 A	357 A	411 A	519 A	369 A	321 A
11-12	309 A	346 A	379 A	582 A	375 A	326 A
12-13	326 A	[illegible] A	418 A	523 A	352 A	298 A
13-14	369 A	389 A	380 A	533 A	331 A	288 A
14-15	337 A	369 A	394 A	529 A	261 A	343 C
15-16	445 A	463 A	408 A	588 A	302 A	405 C
16-17	377 A	511 A	439 A	590 A	325 A	363 C
17-18	442 A	457 A	430 A	512 A	421 A	386 C
18-19	290 A	375 A	368 A	425 A	251 A	286 C
19-20	175 A	254 A	321 A	287 A	200 A	182 C
20-21	150 A	195 A	239 A	229 A	148 A	140 C
21-22	132 A	146 A	199 A	194 A	115 A	134 C
22-23	96 A	100 A	192 A	122 A	85 A	97 C
23-24	76 A	76 A	123 A	67 A	51 A	65 C
Day Total	4701 A	5442 A	5701 A	6691 A	4765 A	4630 C
AM Peak Hour	11-12	10-11	10-11	11-12	11-12	11-12
AM Peak Traffic	309	357	411	582	375	326
PM Peak Hour	15-16	16-17	16-17	16-17	17-18	15-16
PM Peak Traffic	445	511	439	[illegible]	421	405

Hourly Traffic Volumes Along SR 267 North of Northstar Drive (January 10 - January 12)

Time	EAST			WEST			Total		
Beginning	Friday	Sat	Sun	Friday	Sat	Sun	Friday	Sat	Sun
12:00 AM	67	411	50	20	28	44	87	439	94
01:00 AM	35	186	30	15	18	31	50	204	61
02:00 AM	13	34	14	16	19	14	29	53	28
03:00 AM	13	8	7	11	8	12	24	16	19
04:00 AM	11	11	16	13	16	14	24	27	30
05:00 AM	27	23	18	31	17	23	58	40	41
06:00 AM	173	110	80	101	47	49	274	157	129
07:00 AM	367	465	406	189	125	184	556	590	590
08:00 AM	439	852	783	218	195	238	657	1,047	1,021
09:00 AM	485	566	519	221	274	297	706	840	816
10:00 AM	403	570	380	298	395	424	701	965	804
11:00 AM	292	367	278	287	408	431	579	775	709
12:00 PM	315	313	303	328	326	501	643	639	804
01:00 PM	296	284	253	318	307	641	614	591	894
02:00 PM	335	301	244	419	374	695	754	675	939
03:00 PM	444	342	252	512	511	827	956	853	1,079
04:00 PM	417	395	228	644	763	891	1,061	1,158	1,119
05:00 PM	369	320	247	459	834	668	828	1,154	915
06:00 PM	287	217	176	248	289	245	535	506	421
07:00 PM	168	159	127	130	150	135	298	309	262
08:00 PM	113	142	100	75	96	81	188	238	181
09:00 PM	188	145	106	93	102	59	281	247	165
10:00 PM	204	97	68	47	91	51	251	188	119
11:00 PM	272	64	42	31	55	26	303	119	68
Maximum	485	852	783	644	834	891	1,061	1,158	1,119

Source: Caltrans

otmtv
05/01/2003
08:17:53

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	267		3.760	B

Location Description
NORTH STAR DRIVE

Traffic Station: 930
Location Type: Control Station
Lanes: 1
Lane Code: 1

Direction of Count: East

Year	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
2003	JAN 07	JAN 08	JAN 09	JAN 10	JAN 11	JAN 12	JAN 13	JAN 14
0-1		21 A	29 A	67 A	411 A	50 A	29 A	23 A
1-2		18 A	14 A	35 A	186 A	30 A	11 A	15 A
2-3		9 A	11 A	13 A	34 A	14 A	5 A	12 A
3-4		5 A	10 A	13 A	8 A	7 A	13 A	6 A
4-5		11 A	7 A	11 A	11 A	16 A	13 A	10 A
5-6		33 A	29 A	27 A	23 A	18 A	30 A	26 A
6-7		174 A	179 A	173 A	110 A	80 A	155 A	179 A
7-8		415 A	397 A	367 A	465 A	406 A	396 A	359 A
8-9		542 A	545 A	439 A	852 A	783 A	435 A	497 A
9-10		566 A	484 A	485 A	566 A	519 A	440 A	473 A
10-11		426 A	396 A	403 A	570 A	380 A	342 A	382 A
11-12		358 A	364 A	292 A	367 A	278 A	277 A	264 A
12-13		295 A	303 A	315 A	313 A	303 A	235 A	272 A
13-14		245 A	278 A	296 A	284 A	253 A	250 A	256 A
14-15	268 A	262 A	266 A	335 A	301 A	244 A	239 A	292 A
15-16	322 A	302 A	326 A	444 A	342 A	252 A	269 A	307 A
16-17	364 A	358 A	356 A	417 A	395 A	228 A	299 A	340 A
17-18	300 A	309 A	262 A	369 A	320 A	247 A	302 A	276 A
18-19	199 A	193 A	165 A	287 A	217 A	176 A	180 A	192 A
19-20	143 A	125 A	166 A	168 A	159 A	127 A	128 A	117 A
20-21	107 A	134 A	94 A	113 A	142 A	100 A	104 A	81 A
21-22	101 A	139 A	105 A	188 A	145 A	106 A	74 A	89 A
22-23	64 A	92 A	93 A	204 A	97 A	68 A	67 A	93 A
23-24	46 A	52 A	72 A	272 A	64 A	42 A	40 A	44 A
Day Total	1914 P	5084 A	4951 A	5733 A	6382 A	4727 A	4333 A	4605 A
AM Peak Hour	-	09-10	08-09	09-10	08-09	08-09	09-10	08-09
AM Peak Traffic		566	545	485	852	783	440	497
PM Peak Hour	16-17	16-17	16-17	15-16	16-17	12-13	17-18	16-17
PM Peak Traffic	364	358	356	444	395	303	302	340

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	267		3.760	B

Location Description
NORTH STAR DRIVE

Traffic Station: 930
Location Type: Control Station
Lanes: 1
Lane Code: 1

Direction of Count: West

Year	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
2003	JAN 07	JAN 08	JAN 09	JAN 10	JAN 11	JAN 12	JAN 13	JAN 14
0-1		22 A	35 A	20 A	28 A	44 A	31 A	19 A
1-2		11 A	20 A	15 A	18 A	31 A	11 A	15 A
2-3		9 A	15 A	16 A	19 A	14 A	7 A	7 A
3-4		9 A	8 A	11 A	8 A	12 A	9 A	8 A
4-5		10 A	12 A	13 A	16 A	14 A	15 A	9 A
5-6		32 A	34 A	31 A	17 A	23 A	33 A	31 A
6-7		118 A	107 A	101 A	47 A	49 A	114 A	129 A
7-8		206 A	205 A	189 A	125 A	184 A	222 A	209 A
8-9		250 A	246 A	218 A	195 A	238 A	256 A	223 A
9-10		259 A	259 A	221 A	274 A	297 A	268 A	218 A
10-11		290 A	301 A	298 A	395 A	424 A	281 A	251 A
11-12		263 A	359 A	287 A	408 A	431 A	309 A	263 A
12-13		302 A	394 A	328 A	326 A	501 A	296 A	292 A
13-14		355 A	405 A	318 A	307 A	641 A	343 A	319 A
14-15	478 A	490 A	415 A	419 A	374 A	695 A	387 A	443 A
15-16	656 A	615 A	518 A	512 A	511 A	827 A	510 A	576 A
16-17	770 A	755 A	617 A	644 A	763 A	891 A	624 A	610 A
17-18	497 A	509 A	432 A	459 A	834 A	668 A	397 A	383 A
18-19	238 A	242 A	201 A	248 A	289 A	245 A	201 A	170 A
19-20	103 A	122 A	105 A	130 A	150 A	135 A	112 A	96 A
20-21	91 A	79 A	66 A	75 A	96 A	81 A	90 A	82 A
21-22	64 A	83 A	56 A	93 A	102 A	59 A	61 A	69 A
22-23	42 A	44 A	26 A	47 A	91 A	51 A	37 A	42 A
23-24	36 A	33 A	22 A	31 A	55 A	26 A	42 A	33 A
Day Total	2975 P	5108 A	4858 A	4724 A	5448 A	6581 A	4656 A	4497 A
AM Peak Hour	-	10-11	11-12	10-11	11-12	11-12	11-12	11-12
AM Peak Traffic		290	359	298	408	431	309	263
PM Peak Hour	16-17	16-17	16-17	16-17	17-18	16-17	16-17	16-17
PM Peak Traffic	770	755	617	644	834	891	624	610

Hourly Traffic Volumes Along SR 267 at Martis Peak Road (January 10 - January 12)

Time	EAST			WEST			Total		
Beginning	Friday	Sat	Sun	Friday	Sat	Sun	Friday	Sat	Sun
12:00 AM	55	304	47	19	26	46	74	330	93
01:00 AM	28	201	30	11	18	20	39	219	50
02:00 AM	17	29	16	19	19	18	36	48	34
03:00 AM	11	13	6	11	11	8	22	24	14
04:00 AM	8	11	13	16	15	13	24	26	26
05:00 AM	19	13	12	31	20	23	50	33	35
06:00 AM	103	45	30	134	75	71	237	120	101
07:00 AM	161	89	41	256	244	298	417	333	339
08:00 AM	164	128	99	297	413	459	461	541	558
09:00 AM	158	139	136	313	524	475	471	663	611
10:00 AM	184	273	173	315	361	443	499	634	616
11:00 AM	202	266	162	241	312	410	443	578	572
12:00 PM	240	226	214	261	262	380	501	488	594
01:00 PM	248	258	229	204	208	386	452	466	615
02:00 PM	323	313	289	237	213	295	560	526	584
03:00 PM	474	381	314	256	217	284	730	598	598
04:00 PM	552	599	418	259	248	231	811	847	649
05:00 PM	401	632	339	241	199	267	642	831	606
06:00 PM	258	258	177	164	137	169	422	395	346
07:00 PM	146	160	118	103	103	112	249	263	230
08:00 PM	93	125	81	68	79	74	161	204	155
09:00 PM	140	120	102	69	78	49	209	198	151
10:00 PM	173	91	64	42	86	44	215	177	108
11:00 PM	196	50	36	35	53	32	231	103	68
Maximum	552	632	418	315	524	475	811	847	649

Source: Caltrans

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	267		6.230	B

Location Description
MARTIS PEAK ROAD

Traffic Station: 931
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: East

Year	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
2003	JAN 07	JAN 08	JAN 09	JAN 10	JAN 11	JAN 12	JAN 13	JAN 14
0-1		24 A	30 A	55 A	304 A	47 A	28 A	19 A
1-2		18 A	15 A	28 A	201 A	30 A	11 A	16 A
2-3		6 A	8 A	17 A	29 A	16 A	5 A	12 A
3-4		5 A	9 A	11 A	13 A	6 A	12 A	6 A
4-5		10 A	5 A	8 A	11 A	13 A	11 A	7 A
5-6		25 A	22 A	19 A	13 A	12 A	27 A	21 A
6-7		121 A	115 A	103 A	45 A	30 A	112 A	131 A
7-8		196 A	168 A	161 A	89 A	41 A	195 A	170 A
8-9		178 A	206 A	164 A	128 A	99 A	175 A	195 A
9-10		187 A	191 A	158 A	139 A	136 A	181 A	173 A
10-11		176 A	193 A	184 A	273 A	173 A	172 A	169 A
11-12		210 A	237 A	202 A	266 A	162 A	159 A	175 A
12-13		202 A	249 A	240 A	226 A	214 A	197 A	194 A
13-14		227 A	231 A	248 A	258 A	229 A	207 A	236 A
14-15	315 A	293 A	286 A	323 A	313 A	289 A	244 A	360 A
15-16	426 A	407 A	358 A	474 A	381 A	314 A	356 A	376 A
16-17	554 A	555 A	464 A	552 A	599 A	418 A	418 A	494 A
17-18	362 A	383 A	312 A	401 A	632 A	339 A	340 A	304 A
18-19	191 A	192 A	172 A	258 A	258 A	177 A	185 A	186 A
19-20	122 A	109 A	149 A	146 A	160 A	118 A	123 A	106 A
20-21	98 A	108 A	76 A	93 A	125 A	81 A	95 A	86 A
21-22	88 A	124 A	87 A	140 A	120 A	102 A	72 A	79 A
22-23	68 A	71 A	79 A	173 A	91 A	64 A	55 A	83 A
23-24	43 A	47 A	57 A	196 A	50 A	36 A	42 A	41 A
Day Total	2267 P	3874 A	3719 A	4354 A	4724 A	3146 A	3422 A	3639 A
AM Peak Hour	-	11-12	11-12	11-12	00-01	10-11	07-08	08-09
AM Peak Traffic		210	237	202	304	173	195	195
PM Peak Hour	16-17	16-17	16-17	16-17	17-18	16-17	16-17	16-17
PM Peak Traffic	554	555	464	552	632	418	418	494

otmtv
05/01/2003
08:17:53

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

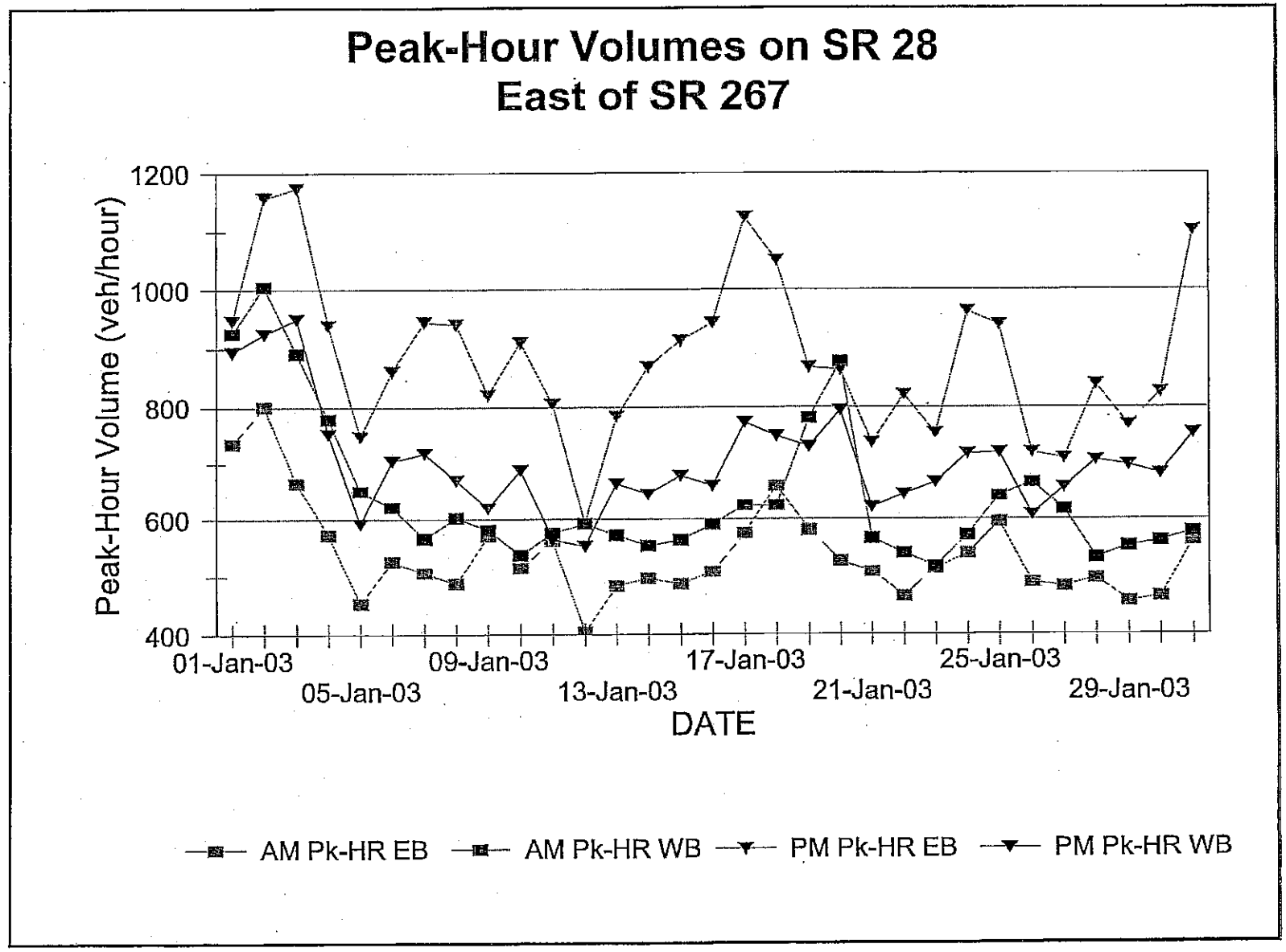
District	County	Route	Prefix	Postmile	Leg
03	PLA	267		6.230	B

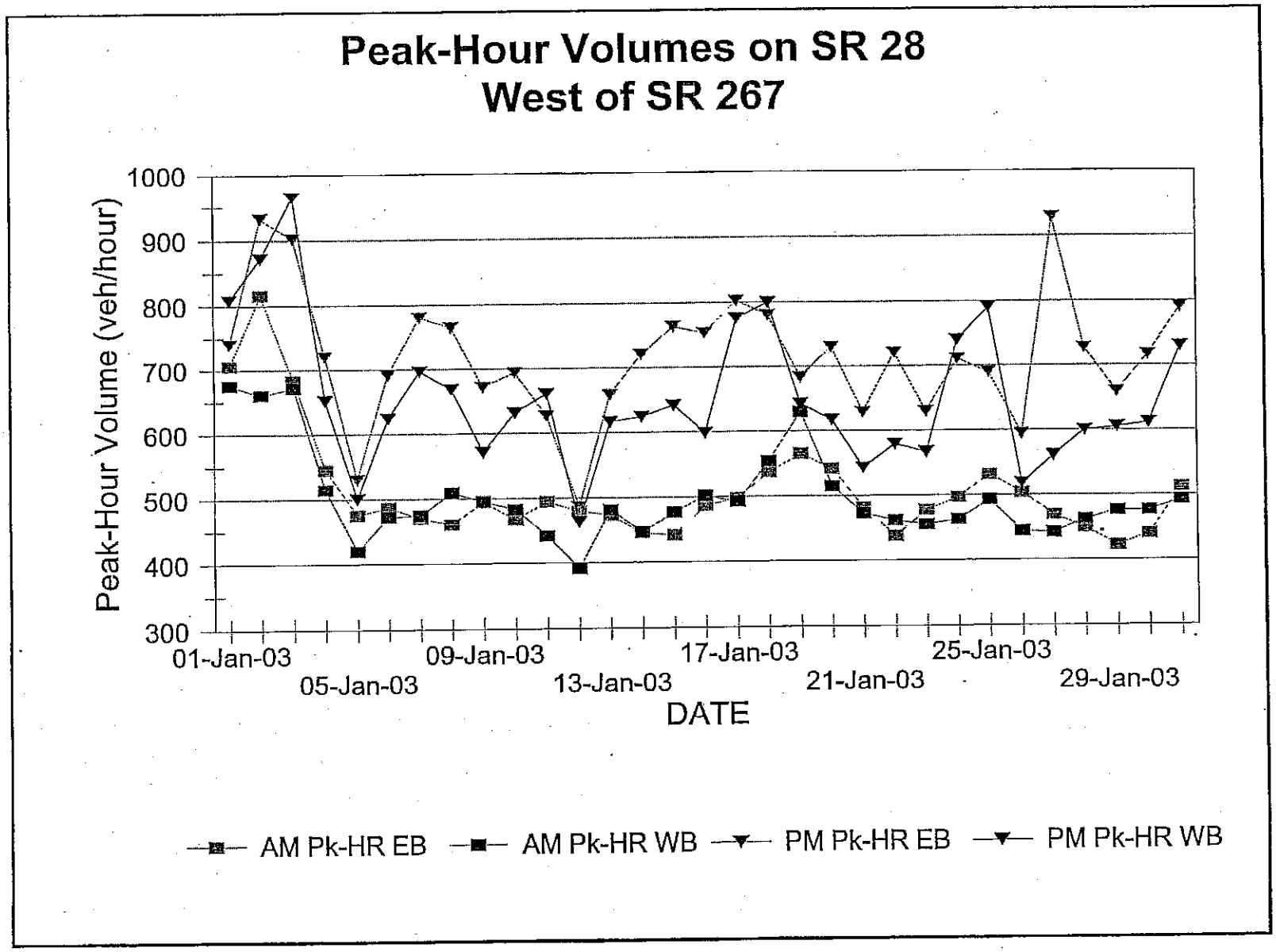
Location Description
MARTIS PEAK ROAD

Traffic Station: 931
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: West

Year	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
2003	JAN 07	JAN 08	JAN 09	JAN 10	JAN 11	JAN 12	JAN 13	JAN 14
0-1		18 A	22 A	19 A	26 A	46 A	23 A	18 A
1-2		9 A	13 A	11 A	18 A	20 A	9 A	9 A
2-3		13 A	15 A	19 A	19 A	18 A	12 A	7 A
3-4		8 A	6 A	11 A	11 A	8 A	9 A	9 A
4-5		11 A	12 A	16 A	15 A	13 A	13 A	9 A
5-6		31 A	35 A	31 A	20 A	23 A	41 A	39 A
6-7		149 A	126 A	134 A	75 A	71 A	129 A	132 A
7-8		291 A	302 A	256 A	244 A	298 A	284 A	292 A
8-9		399 A	363 A	297 A	413 A	459 A	364 A	322 A
9-10		384 A	366 A	313 A	524 A	475 A	328 A	327 A
10-11		342 A	329 A	315 A	361 A	443 A	323 A	298 A
11-12		261 A	270 A	241 A	312 A	410 A	290 A	247 A
12-13		218 A	224 A	261 A	262 A	380 A	242 A	239 A
13-14		218 A	226 A	204 A	208 A	386 A	194 A	190 A
14-15	231 A	267 A	231 A	237 A	213 A	295 A	186 A	218 A
15-16	297 A	282 A	252 A	256 A	217 A	284 A	256 A	281 A
16-17	311 A	259 A	244 A	259 A	248 A	231 A	258 A	249 A
17-18	278 A	276 A	239 A	241 A	199 A	267 A	228 A	254 A
18-19	170 A	178 A	135 A	164 A	137 A	169 A	149 A	139 A
19-20	88 A	97 A	94 A	103 A	103 A	112 A	100 A	95 A
20-21	84 A	75 A	50 A	68 A	79 A	74 A	72 A	63 A
21-22	63 A	72 A	51 A	69 A	78 A	49 A	64 A	62 A
22-23	40 A	48 A	24 A	42 A	86 A	44 A	37 A	37 A
23-24	27 A	26 A	18 A	35 A	53 A	32 A	39 A	32 A
Day Total	1589 P	3932 A	3647 A	3602 A	3921 A	4607 A	3650 A	3568 A
AM Peak Hour	-	08-09	09-10	10-11	09-10	09-10	08-09	09-10
AM Peak Traffic		399	366	315	524	475	364	327
PM Peak Hour	16-17	15-16	15-16	12-13	12-13	13-14	16-17	15-16
PM Peak Traffic	311	282	252	261	262	386	258	281


Peak-Hour Volumes on SR 28
East of SR 267
Peak-Hour Volume (veh/hour)
1200
1000
800
600
400
01-Jan-03
05-Jan-03
09-Jan-03
13-Jan-03
17-Jan-03
21-Jan-03
25-Jan-03
29-Jan-03
DATE
AM Pk-HR EB
AM Pk-HR WB
PM Pk-HR EB
PM Pk-HR WB


Peak-Hour Volumes on SR 28
West of SR 267
Peak-Hour Volume (veh/hour)
1000
900
800
700
600
500
400
300
01-Jan-03
05-Jan-03
09-Jan-03
13-Jan-03
17-Jan-03
21-Jan-03
25-Jan-03
29-Jan-03
DATE
AM Pk-HR EB
AM Pk-HR WB
PM Pk-HR EB
PM Pk-HR WB

CALTRANS TRAFFIC VOLUMES

REPORT : OTM32580

REPORT TITLE : DETAIL ALL VEHICLE HOURLY COUNT REPORT

PARAMETERS

From Date : 01/01/2003

To Date : 01/31/2003

Stations : Dist. 03

Traffic Stations :

164,165

W. of 267

Other :

	Pk	Wk
EB	1174	990
WB	1005	891

03/13/2003

08:26:19

CALTRANS TRAFFIC VOLUMES

Detail All Vehicle Hourly Count Report

Dist	Sta	Co	Rte	Postmile	Leg	Type	Description	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SE
03	164	PLA	028	009.340	-B	C	KINGS BEACH, JCT. RTE. 267 NORTH				E-W								
03	165	PLA	028	009.340	-A	C	KINGS BEACH, JCT. RTE. 267 NORTH				E-W								

CALTRANS TRAFFIC VOLUMES

REPORT : OTM32520

REPORT TITLE : Detail All Vehicle Hourly Count

PARAMETERS :

FROM DATE : 01/01/2003

TO DATE : 01/31/2003

Stations : Dist. 03

Traffic Stations :

164,165

Other :

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	B

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 164
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: East

Year	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
2003	JAN 01	JAN 02	JAN 03	JAN 04	JAN 05	JAN 06	JAN 07	JAN 08
0-1	163 A	57 A	72 A	79 A	71 A	23 A	29 A	40 A
1-2	160 A	36 A	45 A	59 A	44 A	18 A	18 A	23 A
2-3	124 A	15 A	21 A	35 A	27 A	12 A	18 A	21 A
3-4	66 A	19 A	10 A	12 A	15 A	12 A	6 A	23 A
4-5	50 A	29 A	24 A	20 A	15 A	9 A	9 A	12 A
5-6	36 A	55 A	40 A	40 A	23 A	28 A	35 A	26 A
6-7	81 A	171 A	144 A	121 A	73 A	135 A	145 A	176 A
7-8	316 A	467 A	444 A	264 A	192 A	343 A	340 A	345 A
8-9	462 A	672 A	618 A	462 A	349 A	431 A	470 A	457 A
9-10	552 A	726 A	647 A	492 A	453 A	468 A	451 A	460 A
10-11	563 A	734 A	641 A	531 A	447 A	441 A	402 A	453 A
11-12	706 A	816 A	683 A	545 A	475 A	486 A	460 A	442 A
12-13	665 A	814 A	691 A	596 A	491 A	520 A	489 A	490 A
13-14	633 A	796 A	705 A	580 A	453 A	515 A	492 A	463 A
14-15	662 A	727 A	721 A	554 A	431 A	520 A	520 A	528 A
15-16	683 A	852 A	853 A	653 A	487 A	688 A	692 A	650 A
16-17	711 A	932 A	902 A	720 A	530 A	691 A	781 A	765 A
17-18	740 A	873 A	841 A	674 A	475 A	679 A	688 A	702 A
18-19	613 A	683 A	615 A	511 A	392 A	360 A	439 A	371 A
19-20	437 A	530 A	408 A	371 A	257 A	272 A	273 A	255 A
20-21	344 A	351 A	339 A	313 A	215 A	202 A	208 A	197 A
21-22	321 A	318 A	299 A	240 A	130 A	160 A	190 A	169 A
22-23	203 A	221 A	263 A	178 A	91 A	133 A	120 A	128 A
23-24	142 A	145 A	177 A	122 A	56 A	61 A	72 A	73 A
Day Total	9433 A	11039 A	10203 A	8172 A	6192 A	7207 A	7347 A	7269 A
AM Peak Hour	11-12	11-12	11-12	11-12	11-12	11-12	08-09	09-10
AM Peak Traffic	706	816	683	545	475	486	470	460
PM Peak Hour	17-18	16-17	16-17	16-17	16-17	16-17	16-17	16-17
PM Peak Traffic	740	932	902	720	530	691	781	765

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03/13/2003
08:26:41

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	B

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 164
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: East

Year	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu
2003	JAN 09	JAN 10	JAN 11	JAN 12	JAN 13	JAN 14	JAN 15	JAN 16
0-1	27 A	60 A	83 A	78 A	31 A	27 A	38 A	33 A
1-2	21 A	15 A	78 A	49 A	21 A	17 A	18 A	29 A
2-3	14 A	26 A	35 A	36 A	12 A	18 A	14 A	17 A
3-4	9 A	15 A	24 A	28 A	9 A	14 A	12 A	10 A
4-5	16 A	23 A	19 A	16 A	17 A	9 A	10 A	10 A
5-6	32 A	37 A	21 A	21 A	29 A	37 A	35 A	35 A
6-7	145 A	150 A	101 A	70 A	143 A	150 A	148 A	125 A
7-8	354 A	347 A	227 A	212 A	343 A	359 A	353 A	357 A
8-9	480 A	415 A	395 A	356 A	473 A	438 A	438 A	486 A
9-10	467 A	396 A	478 A	479 A	406 A	428 A	438 A	454 A
10-11	416 A	403 A	455 A		379 A	367 A	410 A	418 A
11-12	494 A	467 A	494 A	410 A	447 A	445 A	441 A	449 A
12-13	506 A	452 A	517 A	477 A	459 A	476 A	462 A	539 A
13-14	454 A	524 A	453 A	486 A	443 A	482 A	453 A	457 A
14-15	527 A	511 A	410 A	420 A	473 A	534 A	496 A	488 A
15-16	615 A	622 A	566 A	459 A	594 A	610 A	632 A	624 A
16-17	672 A	694 A	604 A	448 A	658 A	721 A	764 A	754 A
17-18	621 A	651 A	626 A	472 A	631 A	615 A	658 A	709 A
18-19	372 A	447 A	474 A	334 A	360 A	362 A	359 A	419 A
19-20	266 A	324 A	337 A	217 A	216 A	246 A	261 A	297 A
20-21	173 A	262 A	251 A	162 A	174 A	170 A	206 A	214 A
21-22	135 A	223 A	263 A	143 A	128 A	169 A	172 A	167 A
22-23	145 A	179 A	220 A	99 A	110 A	124 A	136 A	126 A
23-24	93 A	97 A	131 A	39 A	56 A	55 A	69 A	59 A
Day Total	7054 A	7340 A	7262 A	5511 P	6612 A	6873 A	7023 A	7276 A
AM Peak Hour	11-12	11-12	11-12	09-10	08-09	11-12	11-12	08-09
AM Peak Traffic	494	467	494	479	473	445	441	486
PM Peak Hour	16-17	16-17	17-18	13-14	16-17	16-17	16-17	16-17
PM Peak Traffic	672	694	626	486	658	721	764	754

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03/13/2003
08:26:41

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	B

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 164
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: East

Year	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri
2003	JAN 17	JAN 18	JAN 19	JAN 20	JAN 21	JAN 22	JAN 23	JAN 24
0-1	31 A	118 A	124 A	55 A	28 A	29 A	36 A	37 A
1-2	20 A	72 A	61 A	29 A	17 A	26 A	16 A	28 A
2-3	16 A	33 A	33 A	33 A	12 A	8 A	21 A	14 A
3-4	8 A	19 A	20 A	22 A	5 A	12 A	12 A	13 A
4-5	22 A	20 A	20 A	14 A	16 A	8 A	17 A	13 A
5-6	33 A	29 A	17 A	39 A	36 A	26 A	24 A	28 A
6-7	154 A	93 A	61 A	130 A	151 A	143 A	159 A	144 A
7-8	343 A	269 A	238 A	295 A	339 A	322 A	359 A	318 A
8-9	485 A	423 A	421 A	454 A	444 A	420 A	427 A	497 A
9-10	460 A	474 A	540 A	495 A	426 A	401 A	414 A	465 A
10-11	434 A	461 A	564 A	542 A	410 A	374 A	411 A	386 A
11-12	498 A	537 A	565 A	525 A	482 A	437 A	477 A	462 A
12-13	502 A	528 A	641 A	601 A	531 A	454 A	492 A	502 A
13-14	491 A	598 A	522 A	558 A	470 A	495 A	454 A	476 A
14-15	596 A	646 A	589 A	527 A	463 A	500 A	543 A	545 A
15-16	685 A	700 A	683 A	606 A	566 A	657 A	620 A	656 A
16-17	803 A	781 A	674 A	730 A	628 A	721 A	629 A	711 A
17-18	745 A	693 A	630 A	627 A	623 A	534 A	551 A	690 A
18-19	494 A	743 A	484 A	396 A	335 A	354 A	345 A	507 A
19-20	376 A	486 A	397 A	261 A	221 A	230 A	225 A	351 A
20-21	334 A	366 A	328 A	198 A	166 A	191 A	197 A	289 A
21-22	270 A	326 A	232 A	137 A	151 A	120 A	190 A	246 A
22-23	255 A	260 A	183 A	120 A	87 A	114 A	112 A	204 A
23-24	159 A	180 A	96 A	45 A	45 A	61 A	81 A	132 A
Day Total	8214 A	8855 A	8123 A	7439 A	6652 A	6637 A	6812 A	7714 A
AM Peak Hour	11-12	11-12	11-12	10-11	11-12	11-12	11-12	08-09
AM Peak Traffic	498	537	565	542	482	437	477	497
PM Peak Hour	16-17	16-17	15-16	16-17	16-17	16-17	16-17	16-17
PM Peak Traffic	803	781	683	730	628	721	629	711

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	B

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 164
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: East

Year	Sat	Sun	Mon	Tue	Wed	Thu	Fri
2003	JAN 25	JAN 26	JAN 27	JAN 28	JAN 29	JAN 30	JAN 31
0-1	76 A	90 A	28 A	44 A	28 A	37 A	33 A
1-2	93 A	49 A	26 A	35 A	15 A	21 A	27 A
2-3	55 A	39 A	15 A	15 A	8 A	21 A	8 A
3-4	23 A	22 A	13 A	19 A	10 A	6 A	12 A
4-5	14 A	16 A	15 A	10 A	10 A	17 A	18 A
5-6	38 A	28 A	41 A	32 A	26 A	25 A	24 A
6-7	93 A	75 A	162 A	141 A	168 A	159 A	151 A
7-8	219 A	224 A	340 A	350 A	367 A	337 A	353 A
8-9	458 A	394 A	469 A	449 A	422 A	410 A	482 A
9-10	532 A	504 A	434 A	421 A	400 A	440 A	442 A
10-11	501 A	503 A	434 A	380 A	361 A	418 A	424 A
11-12	512 A	471 A	469 A	429 A	410 A	416 A	512 A
12-13	519 A	563 A	546 A	438 A	470 A	465 A	536 A
13-14	552 A	506 A	489 A	458 A	471 A	498 A	486 A
14-15	524 A	594 A	497 A	478 A	473 A	472 A	563 A
15-16	598 A	466 A	607 A	626 A	591 A	615 A	696 A
16-17	690 A	328 A	627 A	728 A	659 A	717 A	791 A
17-18	690 A	308 A	517 A	650 A	653 A	670 A	722 A
18-19	567 A	219 A	287 A	383 A	363 A	391 A	491 A
19-20	398 A	287 A	210 A	255 A	232 A	286 A	374 A
20-21	324 A	220 A	157 A	171 A	175 A	205 A	288 A
21-22	319 A	177 A	152 A	180 A	175 A	149 A	307 A
22-23	258 A	86 A	104 A	91 A	95 A	110 A	300 A
23-24	131 A	45 A	52 A	61 A	61 A	70 A	156 A
Day Total	8184 A	6214 A	6691 A	6844 A	6643 A	6955 A	8196 A
AM Peak Hour	09-10	09-10	08-09	08-09	08-09	09-10	11-12
AM Peak Traffic	532	504	469	449	422	440	512
PM Peak Hour	16-17	14-15	16-17	16-17	16-17	16-17	16-17
PM Peak Traffic	690	594	627	728	659	717	791

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	B

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 164
Location Type: Control Station
Lanes: 2
Lane Code: 1

7-Day Periods

EAST

	7-Day Total	Daily Average
1st	52976	7568
2nd	49652	7093
3rd		
4th		

5-Day Periods

EAST

	5-Day Total	Weekday Average
1st	35998	7200
2nd	35254	7051
3rd		
4th		

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03/13/2003
08:26:41

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	B

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 164
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: West

Year	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
2003	JAN 01	JAN 02	JAN 03	JAN 04	JAN 05	JAN 06	JAN 07	JAN 08
0-1	183 A	91 A	100 A	117 A	88 A	38 A	28 A	43 A
1-2	181 A	56 A	32 A	60 A	57 A	13 A	28 A	36 A
2-3	141 A	31 A	36 A	42 A	30 A	10 A	15 A	26 A
3-4	120 A	18 A	29 A	27 A	20 A	20 A	15 A	24 A
4-5	67 A	28 A	27 A	20 A	20 A	14 A	13 A	12 A
5-6	86 A	69 A	69 A	49 A	41 A	45 A	53 A	61 A
6-7	116 A	278 A	235 A	147 A	103 A	226 A	236 A	260 A
7-8	338 A	574 A	487 A	325 A	224 A	472 A	474 A	509 A
8-9	383 A	634 A	589 A	412 A	335 A	467 A	440 A	467 A
9-10	370 A	570 A	542 A	456 A	419 A	450 A	419 A	439 A
10-11	443 A	607 A	546 A	487 A	381 A	431 A	409 A	435 A
11-12	675 A	660 A	671 A	514 A	404 A	425 A	405 A	415 A
12-13	695 A	789 A	653 A	563 A	415 A	518 A	494 A	495 A
13-14	728 A	774 A	647 A	542 A	463 A	464 A	442 A	454 A
14-15	690 A	694 A	672 A	532 A	414 A	504 A	492 A	466 A
15-16	707 A	798 A	771 A	646 A	458 A	613 A	611 A	596 A
16-17	762 A	854 A	964 A	651 A	500 A	623 A	697 A	668 A
17-18	808 A	872 A	789 A	605 A	458 A	612 A	553 A	566 A
18-19	583 A	620 A	534 A	487 A	316 A	412 A	442 A	371 A
19-20	439 A	452 A	404 A	304 A	264 A	272 A	301 A	252 A
20-21	280 A	292 A	264 A	289 A	182 A	183 A	195 A	191 A
21-22	252 A	240 A	285 A	218 A	153 A	131 A	171 A	172 A
22-23	229 A	188 A	266 A	186 A	77 A	104 A	140 A	115 A
23-24	137 A	165 A	199 A	146 A	68 A	75 A	66 A	83 A
Day Total	9413 A	10354 A	9811 A	7825 A	5890 A	7122 A	7139 A	7156 A
AM Peak Hour	11-12	11-12	11-12	11-12	09-10	07-08	07-08	07-08
AM Peak Traffic	675	660	671	514	419	472	474	509
PM Peak Hour	17-18	17-18	16-17	16-17	16-17	16-17	16-17	16-17
PM Peak Traffic	808	872	964	651	500	623	697	668

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03/13/2003
08:26:41

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
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Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 164
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: West

Year	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu
2003	JAN 09	JAN 10	JAN 11	JAN 12	JAN 13	JAN 14	JAN 15	JAN 16
0-1	43 A	57 A	147 A	75 A	41 A	32 A	45 A	48 A
1-2	25 A	33 A	138 A	51 A	25 A	22 A	24 A	23 A
2-3	9 A	22 A	39 A	40 A	11 A	22 A	22 A	19 A
3-4	14 A	23 A	29 A	27 A	14 A	15 A	14 A	15 A
4-5	20 A	25 A	27 A	35 A	19 A	18 A	21 A	20 A
5-6	53 A	68 A	50 A	44 A	52 A	54 A	45 A	48 A
6-7	268 A	251 A	138 A	97 A	229 A	227 A	257 A	245 A
7-8	495 A	483 A	294 A	245 A	424 A	446 A	476 A	502 A
8-9	456 A	444 A	391 A	308 A	481 A	443 A	456 A	464 A
9-10	440 A	408 A	383 A	391 A	386 A	431 A	449 A	457 A
10-11	425 A	372 A	440 A		379 A	365 A	412 A	427 A
11-12	439 A	390 A	441 A	372 A	394 A	372 A	397 A	442 A
12-13	510 A	436 A	446 A	418 A	422 A	461 A	487 A	503 A
13-14	442 A	463 A	410 A	409 A	443 A	449 A	427 A	417 A
14-15	512 A	512 A	471 A	383 A	455 A	492 A	438 A	463 A
15-16	549 A	608 A	538 A	421 A	562 A	573 A	556 A	576 A
16-17	571 A	631 A	635 A	463 A	616 A	624 A	641 A	598 A
17-18	566 A	564 A	660 A	412 A	484 A	539 A	582 A	554 A
18-19	353 A	440 A	461 A	283 A	370 A	371 A	342 A	380 A
19-20	264 A	326 A	325 A	231 A	238 A	251 A	259 A	314 A
20-21	178 A	233 A	209 A	162 A	174 A	180 A	205 A	219 A
21-22	153 A	206 A	233 A	123 A	116 A	137 A	170 A	188 A
22-23	116 A	187 A	191 A	98 A	93 A	124 A	109 A	145 A
23-24	71 A	166 A	120 A	60 A	61 A	70 A	69 A	87 A
Day Total	6972 A	7348 A	7216 A	5148 P	6489 A	6718 A	6903 A	7154 A
AM Peak Hour	07-08	07-08	11-12	09-10	08-09	07-08	07-08	07-08
AM Peak Traffic	495	483	441	391	481	446	476	502
PM Peak Hour	16-17	16-17	17-18	16-17	16-17	16-17	16-17	16-17
PM Peak Traffic	571	631	660	463	616	624	641	598

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03/13/2003
08:26:41

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	B

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 164
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: West

Year	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri
2003	JAN 17	JAN 18	JAN 19	JAN 20	JAN 21	JAN 22	JAN 23	JAN 24
0-1	44 A	186 A	107 A	75 A	31 A	34 A	40 A	54 A
1-2	18 A	99 A	78 A	34 A	16 A	23 A	29 A	37 A
2-3	19 A	44 A	48 A	33 A	12 A	16 A	23 A	21 A
3-4	23 A	34 A	45 A	25 A	11 A	17 A	18 A	14 A
4-5	11 A	26 A	32 A	35 A	26 A	15 A	15 A	15 A
5-6	57 A	43 A	39 A	50 A	40 A	50 A	66 A	52 A
6-7	256 A	146 A	108 A	213 A	254 A	274 A	280 A	261 A
7-8	481 A	319 A	277 A	399 A	473 A	461 A	455 A	460 A
8-9	477 A	443 A	430 A	433 A	466 A	459 A	437 A	463 A
9-10	453 A	463 A	526 A	515 A	413 A	368 A	401 A	418 A
10-11	418 A	517 A	517 A	502 A	392 A	401 A	374 A	373 A
11-12	492 A	554 A	629 A	477 A	374 A	377 A	389 A	410 A
12-13	498 A	588 A	580 A	525 A	497 A	458 A	485 A	517 A
13-14	480 A	564 A	570 A	511 A	467 A	419 A	456 A	467 A
14-15	528 A	613 A	569 A	470 A	460 A	451 A	473 A	514 A
15-16	679 A	696 A	576 A	514 A	528 A	536 A	567 A	596 A
16-17	776 A	788 A	642 A	617 A	543 A	579 A	477 A	741 A
17-18	742 A	800 A	543 A	473 A	457 A	474 A	493 A	612 A
18-19	516 A	595 A	391 A	365 A	329 A	341 A	359 A	437 A
19-20	367 A	477 A	384 A	267 A	243 A	252 A	239 A	377 A
20-21	266 A	332 A	275 A	177 A	169 A	176 A	216 A	345 A
21-22	333 A	291 A	226 A	127 A	134 A	148 A	168 A	337 A
22-23	288 A	260 A	207 A	102 A	91 A	137 A	133 A	257 A
23-24	245 A	206 A	138 A	45 A	45 A	60 A	76 A	178 A
Day Total	8467 A	9084 A	7937 A	6984 A	6471 A	6526 A	6669 A	7956 A
AM Peak Hour	11-12	11-12	11-12	09-10	07-08	07-08	07-08	08-09
AM Peak Traffic	492	554	629	515	473	461	455	463
PM Peak Hour	16-17	17-18	16-17	16-17	16-17	16-17	15-16	16-17
PM Peak Traffic	776	800	642	617	543	579	567	741

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03/13/2003
08:26:41

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	B

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 164
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: West

Year	Sat	Sun	Mon	Tue	Wed	Thu	Fri
2003	JAN 25	JAN 26	JAN 27	JAN 28	JAN 29	JAN 30	JAN 31
0-1	99 A	101 A	39 A	35 A	38 A	39 A	31 A
1-2	60 A	64 A	34 A	31 A	19 A	28 A	31 A
2-3	57 A	46 A	23 A	23 A	16 A	16 A	18 A
3-4	34 A	58 A	20 A	15 A	16 A	13 A	12 A
4-5	17 A	32 A	14 A	18 A	10 A	19 A	20 A
5-6	44 A	51 A	56 A	50 A	51 A	48 A	55 A
6-7	133 A	110 A	227 A	225 A	259 A	269 A	260 A
7-8	252 A	213 A	442 A	463 A	476 A	476 A	493 A
8-9	391 A	320 A	429 A	441 A	449 A	442 A	461 A
9-10	443 A	428 A	412 A	418 A	381 A	404 A	447 A
10-11	448 A	411 A	420 A	357 A	412 A	360 A	413 A
11-12	493 A	444 A	398 A	418 A	382 A	436 A	453 A
12-13	496 A	464 A	445 A	425 A	483 A	430 A	542 A
13-14	495 A	505 A	429 A	382 A	390 A	425 A	472 A
14-15	533 A	518 A	469 A	481 A	436 A	484 A	499 A
15-16	612 A	434 A	544 A	555 A	497 A	578 A	675 A
16-17	791 A	335 A	561 A	600 A	605 A	611 A	730 A
17-18	734 A	283 A	483 A	580 A	500 A	492 A	656 A
18-19	512 A	184 A	327 A	329 A	373 A	385 A	502 A
19-20	380 A	295 A	231 A	266 A	238 A	298 A	419 A
20-21	302 A	248 A	154 A	185 A	182 A	203 A	291 A
21-22	258 A	150 A	146 A	159 A	158 A	172 A	297 A
22-23	214 A	103 A	93 A	108 A	114 A	151 A	304 A
23-24	150 A	65 A	54 A	50 A	53 A	71 A	233 A
Day Total	7948 A	5862 A	6450 A	6614 A	6538 A	6850 A	8314 A
AM Peak Hour	11-12	11-12	07-08	07-08	07-08	07-08	07-08
AM Peak Traffic	493	444	442	463	476	476	493
PM Peak Hour	16-17	14-15	16-17	16-17	16-17	16-17	16-17
PM Peak Traffic	791	518	561	600	605	611	730

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	B

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 164
Location Type: Control Station
Lanes: 2
Lane Code: 1

7-Day Periods

WEST

	7-Day Total	Daily Average
1st	52752	7536
2nd	48416	6917
3rd		
4th		

5-Day Periods

WEST

	5-Day Total	Weekday Average
1st	35731	7146
2nd	34606	6921
3rd		
4th		

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	A

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 165
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: East

Year	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
2003	JAN 01	JAN 02	JAN 03	JAN 04	JAN 05	JAN 06	JAN 07	JAN 08
0-1	160 A	71 A	84 A	88 A	87 A	37 A	38 A	44 A
1-2	162 A	36 A	31 A	68 A	43 A	31 A	22 A	32 A
2-3	104 A	15 A	23 A	35 A	31 A	11 A	20 A	24 A
3-4	64 A	21 A	9 A	21 A	14 A	12 A	7 A	19 A
4-5	42 A	21 A	23 A	25 A	15 A	9 A	15 A	14 A
5-6	49 A	46 A	48 A	35 A	32 A	43 A	38 A	37 A
6-7	67 A	151 A	163 A	140 A	86 A	179 A	176 A	192 A
7-8	180 A	407 A	357 A	201 A	170 A	387 A	384 A	402 A
8-9	268 A	541 A	469 A	349 A	265 A	396 A	507 A	462 A
9-10	330 A	564 A	559 A	428 A	369 A	439 A	451 A	443 A
10-11	445 A	606 A	600 A	541 A	379 A	455 A	409 A	488 A
11-12	735 A	800 A	664 A	573 A	454 A	527 A	502 A	475 A
12-13	743 A	888 A	762 A	618 A	528 A	604 A	561 A	543 A
13-14	731 A	886 A	764 A	629 A	554 A	599 A	552 A	515 A
14-15	799 A	809 A	817 A	670 A	522 A	639 A	614 A	592 A
15-16	827 A	983 A	988 A	779 A	580 A	811 A	788 A	765 A
16-17	946 A	1158 A	1174 A	939 A	748 A	861 A	945 A	941 A
17-18	937 A	1132 A	1087 A	845 A	594 A	756 A	761 A	772 A
18-19	755 A	815 A	713 A	592 A	409 A	426 A	453 A	411 A
19-20	492 A	570 A	470 A	419 A	291 A	274 A	288 A	285 A
20-21	381 A	353 A	355 A	357 A	226 A	196 A	234 A	201 A
21-22	335 A	332 A	346 A	254 A	170 A	190 A	200 A	202 A
22-23	238 A	251 A	300 A	204 A	130 A	152 A	132 A	142 A
23-24	165 A	162 A	198 A	125 A	90 A	72 A	96 A	87 A
Day Total	9955 A	11618 A	11004 A	8935 A	6787 A	8106 A	8193 A	8088 A
AM Peak Hour	11-12	11-12	11-12	11-12	11-12	11-12	08-09	10-11
AM Peak Traffic	735	800	664	573	454	527	507	488
PM Peak Hour	16-17	16-17	16-17	16-17	16-17	16-17	16-17	16-17
PM Peak Traffic	946	1158	1174	939	748	861	945	941

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	A

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 165
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: East

Year	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu
2003	JAN 09	JAN 10	JAN 11	JAN 12	JAN 13	JAN 14	JAN 15	JAN 16
0-1	30 A	67 A	206 A	81 A	49 A	30 A	37 A	35 A
1-2	16 A	34 A	180 A	58 A	18 A	17 A	23 A	33 A
2-3	19 A	28 A	36 A	36 A	15 A	20 A	17 A	16 A
3-4	15 A	22 A	25 A	30 A	12 A	18 A	19 A	10 A
4-5	15 A	15 A	22 A	18 A	18 A	12 A	14 A	12 A
5-6	38 A	32 A	23 A	24 A	42 A	39 A	44 A	33 A
6-7	174 A	161 A	95 A	73 A	169 A	179 A	186 A	158 A
7-8	376 A	363 A	206 A	155 A	386 A	384 A	420 A	394 A
8-9	478 A	445 A	328 A	255 A	484 A	497 A	477 A	476 A
9-10	468 A	397 A	381 A	401 A	419 A	447 A	457 A	423 A
10-11	445 A	424 A	536 A		437 A	386 A	424 A	411 A
11-12	571 A	516 A	562 A	404 A	469 A	467 A	487 A	509 A
12-13	571 A	510 A	559 A	482 A	528 A	510 A	545 A	613 A
13-14	523 A	602 A	534 A	512 A	526 A	535 A	517 A	544 A
14-15	580 A	603 A	527 A	510 A	567 A	657 A	603 A	586 A
15-16	684 A	768 A	642 A	529 A	687 A	728 A	750 A	807 A
16-17	821 A	910 A	768 A	593 A	783 A	868 A	913 A	943 A
17-18	649 A	745 A	805 A	540 A	684 A	656 A	667 A	767 A
18-19	388 A	500 A	540 A	376 A	412 A	395 A	414 A	490 A
19-20	289 A	351 A	360 A	232 A	247 A	257 A	268 A	319 A
20-21	188 A	239 A	291 A	174 A	176 A	175 A	240 A	250 A
21-22	157 A	260 A	291 A	155 A	144 A	156 A	224 A	210 A
22-23	168 A	260 A	226 A	136 A	119 A	142 A	154 A	190 A
23-24	121 A	187 A	137 A	65 A	69 A	77 A	83 A	100 A
Day Total	7784 A	8439 A	8280 A	5839 P	7460 A	7652 A	7983 A	8329 A
AM Peak Hour	11-12	11-12	11-12	11-12	08-09	08-09	11-12	11-12
AM Peak Traffic	571	516	562	404	484	497	487	509
PM Peak Hour	16-17	16-17	17-18	16-17	16-17	16-17	16-17	16-17
PM Peak Traffic	821	910	805	593	783	868	913	943

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	A

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 165
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: East

Year	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri
2003	JAN 17	JAN 18	JAN 19	JAN 20	JAN 21	JAN 22	JAN 23	JAN 24
0-1	49 A	281 A	145 A	64 A	33 A	29 A	38 A	48 A
1-2	30 A	125 A	67 A	30 A	17 A	28 A	17 A	26 A
2-3	22 A	34 A	47 A	34 A	16 A	8 A	14 A	20 A
3-4	8 A	26 A	25 A	17 A	9 A	13 A	11 A	11 A
4-5	20 A	28 A	25 A	18 A	18 A	8 A	17 A	11 A
5-6	42 A	35 A	23 A	43 A	43 A	32 A	43 A	37 A
6-7	168 A	96 A	57 A	167 A	184 A	170 A	183 A	176 A
7-8	384 A	205 A	192 A	311 A	393 A	391 A	423 A	373 A
8-9	497 A	355 A	344 A	399 A	490 A	446 A	478 A	478 A
9-10	461 A	492 A	450 A	449 A	468 A	414 A	434 A	442 A
10-11	452 A	546 A	574 A	460 A	449 A	406 A	463 A	435 A
11-12	575 A	659 A	581 A	528 A	509 A	466 A	515 A	540 A
12-13	586 A	710 A	683 A	656 A	566 A	516 A	547 A	535 A
13-14	592 A	713 A	643 A	613 A	535 A	557 A	546 A	568 A
14-15	771 A	768 A	654 A	610 A	535 A	605 A	634 A	631 A
15-16	850 A	842 A	757 A	696 A	683 A	750 A	708 A	841 A
16-17	1124 A	1050 A	867 A	863 A	738 A	821 A	754 A	963 A
17-18	900 A	990 A	797 A	709 A	612 A	530 A	641 A	882 A
18-19	654 A	903 A	553 A	420 A	354 A	390 A	413 A	659 A
19-20	472 A	554 A	451 A	289 A	233 A	264 A	278 A	429 A
20-21	426 A	392 A	375 A	205 A	197 A	203 A	236 A	370 A
21-22	396 A	374 A	259 A	170 A	161 A	148 A	232 A	349 A
22-23	414 A	296 A	195 A	130 A	107 A	127 A	154 A	306 A
23-24	302 A	194 A	128 A	59 A	57 A	62 A	120 A	228 A
Day Total	10195 A	10668 A	8892 A	7940 A	7407 A	7384 A	7899 A	9358 A
AM Peak Hour	11-12	11-12	11-12	11-12	11-12	11-12	11-12	11-12
AM Peak Traffic	575	659	581	528	509	466	515	540
PM Peak Hour	16-17	16-17	16-17	16-17	16-17	16-17	16-17	16-17
PM Peak Traffic	1124	1050	867	863	738	821	754	963

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	A

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 165
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: East

Year	Sat	Sun	Mon	Tue	Wed	Thu	Fri
2003	JAN 25	JAN 26	JAN 27	JAN 28	JAN 29	JAN 30	JAN 31
0-1	116 A	103 A	38 A	38 A	30 A	41 A	50 A
1-2	105 A	53 A	32 A	47 A	21 A	33 A	32 A
2-3	61 A	52 A	11 A	22 A	12 A	16 A	16 A
3-4	25 A	28 A	11 A	14 A	10 A	10 A	13 A
4-5	14 A	19 A	17 A	10 A	11 A	19 A	14 A
5-6	38 A	29 A	45 A	38 A	34 A	37 A	33 A
6-7	90 A	63 A	187 A	168 A	171 A	167 A	181 A
7-8	179 A	173 A	381 A	370 A	457 A	417 A	401 A
8-9	351 A	275 A	473 A	497 A	446 A	441 A	497 A
9-10	460 A	372 A	433 A	455 A	424 A	451 A	450 A
10-11	515 A	451 A	447 A	383 A	410 A	444 A	445 A
11-12	595 A	490 A	483 A	463 A	443 A	465 A	563 A
12-13	616 A	596 A	605 A	519 A	580 A	541 A	623 A
13-14	632 A	625 A	584 A	534 A	532 A	556 A	567 A
14-15	656 A	720 A	583 A	579 A	560 A	557 A	654 A
15-16	758 A	512 A	709 A	743 A	721 A	761 A	837 A
16-17	940 A	443 A	702 A	839 A	769 A	825 A	1011 A
17-18	882 A	395 A	526 A	693 A	705 A	693 A	922 A
18-19	653 A	248 A	315 A	396 A	406 A	459 A	592 A
19-20	436 A	287 A	211 A	270 A	257 A	298 A	446 A
20-21	336 A	254 A	182 A	199 A	217 A	235 A	380 A
21-22	343 A	206 A	156 A	176 A	166 A	185 A	376 A
22-23	290 A	119 A	115 A	114 A	112 A	157 A	372 A
23-24	164 A	52 A	69 A	70 A	64 A	114 A	249 A
Day Total	9255 A	6565 A	7315 A	7637 A	7558 A	7922 A	9724 A
AM Peak Hour	11-12	11-12	11-12	08-09	07-08	11-12	11-12
AM Peak Traffic	595	490	483	497	457	465	563
PM Peak Hour	16-17	14-15	15-16	16-17	16-17	16-17	16-17
PM Peak Traffic	940	720	709	839	769	825	1011

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	A

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station:	165
Location Type:	Control Station
Lanes:	2
Lane Code:	1

7-Day Periods

EAST

	7-Day Total	Daily Average
1st	61179	8740
2nd	55808	7973
3rd		
4th		

5-Day Periods

EAST

	5-Day Total	Weekday Average
1st	41619	8324
2nd	39988	7998
3rd		
4th		

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CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	A

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 165
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: West

Year	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
2003	JAN 01	JAN 02	JAN 03	JAN 04	JAN 05	JAN 06	JAN 07	JAN 08
0-1	210 A	121 A	132 A	128 A	103 A	50 A	34 A	51 A
1-2	211 A	62 A	49 A	66 A	63 A	15 A	25 A	32 A
2-3	208 A	45 A	45 A	51 A	48 A	12 A	18 A	29 A
3-4	144 A	27 A	32 A	33 A	22 A	22 A	18 A	21 A
4-5	84 A	40 A	31 A	35 A	30 A	20 A	16 A	23 A
5-6	99 A	76 A	78 A	55 A	50 A	62 A	54 A	60 A
6-7	139 A	269 A	279 A	187 A	148 A	247 A	260 A	292 A
7-8	417 A	706 A	689 A	459 A	385 A	512 A	524 A	566 A
8-9	639 A	934 A	830 A	622 A	569 A	542 A	549 A	594 A
9-10	657 A	918 A	784 A	671 A	650 A	621 A	557 A	569 A
10-11	747 A	901 A	853 A	778 A	601 A	600 A	566 A	602 A
11-12	925 A	1005 A	891 A	757 A	624 A	577 A	512 A	508 A
12-13	893 A	915 A	823 A	726 A	592 A	649 A	599 A	564 A
13-14	840 A	876 A	777 A	752 A	590 A	564 A	545 A	543 A
14-15	807 A	836 A	800 A	619 A	536 A	606 A	547 A	531 A
15-16	828 A	924 A	888 A	712 A	587 A	704 A	699 A	636 A
16-17	769 A	879 A	950 A	690 A	528 A	640 A	718 A	670 A
17-18	749 A	836 A	773 A	648 A	540 A	617 A	643 A	624 A
18-19	598 A	633 A	594 A	511 A	377 A	457 A	486 A	427 A
19-20	504 A	481 A	450 A	355 A	331 A	313 A	328 A	311 A
20-21	350 A	358 A	338 A	310 A	229 A	220 A	244 A	226 A
21-22	288 A	292 A	317 A	263 A	175 A	182 A	203 A	194 A
22-23	248 A	223 A	269 A	229 A	120 A	120 A	146 A	149 A
23-24	172 A	192 A	188 A	165 A	65 A	83 A	79 A	82 A
Day Total	11526 A	12549 A	11860 A	9822 A	7963 A	8435 A	8370 A	8304 A
AM Peak Hour	11-12	11-12	11-12	10-11	09-10	09-10	10-11	10-11
AM Peak Traffic	925	1005	891	778	650	621	566	602
PM Peak Hour	12-13	15-16	16-17	13-14	12-13	15-16	16-17	16-17
PM Peak Traffic	893	924	950	752	592	704	718	670

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	A

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 165
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: West

Year	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu
2003	JAN 09	JAN 10	JAN 11	JAN 12	JAN 13	JAN 14	JAN 15	JAN 16
0-1	52 A	58 A	88 A	87 A	52 A	41 A	58 A	55 A
1-2	25 A	27 A	65 A	63 A	22 A	28 A	26 A	34 A
2-3	12 A	29 A	43 A	52 A	17 A	20 A	25 A	23 A
3-4	11 A	23 A	26 A	30 A	18 A	19 A	17 A	18 A
4-5	24 A	28 A	33 A	41 A	23 A	27 A	27 A	20 A
5-6	63 A	72 A	49 A	53 A	60 A	54 A	49 A	52 A
6-7	293 A	290 A	156 A	123 A	262 A	253 A	296 A	282 A
7-8	542 A	498 A	402 A	389 A	484 A	462 A	521 A	516 A
8-9	555 A	538 A	532 A	487 A	572 A	554 A	543 A	533 A
9-10	542 A	508 A	576 A	592 A	520 A	547 A	564 A	591 A
10-11	581 A	494 A	546 A		529 A	489 A	561 A	519 A
11-12	530 A	506 A	532 A	571 A	546 A	460 A	484 A	524 A
12-13	591 A	516 A	528 A	529 A	551 A	557 A	578 A	579 A
13-14	524 A	492 A	497 A	553 A	511 A	478 A	525 A	471 A
14-15	574 A	570 A	509 A	498 A	548 A	571 A	510 A	518 A
15-16	619 A	638 A	506 A	476 A	636 A	635 A	621 A	623 A
16-17	598 A	688 A	565 A	488 A	663 A	645 A	673 A	660 A
17-18	595 A	591 A	525 A	455 A	529 A	596 A	678 A	618 A
18-19	386 A	420 A	410 A	329 A	446 A	387 A	438 A	455 A
19-20	277 A	341 A	326 A	276 A	257 A	308 A	289 A	374 A
20-21	200 A	243 A	234 A	200 A	207 A	190 A	245 A	248 A
21-22	161 A	219 A	259 A	144 A	151 A	164 A	191 A	184 A
22-23	115 A	174 A	233 A	123 A	111 A	148 A	119 A	153 A
23-24	83 A	147 A	159 A	72 A	87 A	77 A	81 A	79 A
Day Total	7953 A	8110 A	7799 A	6631 P	7802 A	7710 A	8119 A	8129 A
AM Peak Hour	10-11	08-09	09-10	09-10	08-09	08-09	09-10	09-10
AM Peak Traffic	581	538	576	592	572	554	564	591
PM Peak Hour	15-16	16-17	16-17	13-14	16-17	16-17	17-18	16-17
PM Peak Traffic	619	688	565	553	663	645	678	660

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	A

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 165
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: West

Year	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri
2003	JAN 17	JAN 18	JAN 19	JAN 20	JAN 21	JAN 22	JAN 23	JAN 24
0-1	48 A	142 A	150 A	97 A	45 A	39 A	52 A	61 A
1-2	23 A	86 A	89 A	48 A	27 A	24 A	22 A	35 A
2-3	17 A	41 A	71 A	42 A	17 A	13 A	17 A	29 A
3-4	22 A	38 A	64 A	40 A	16 A	17 A	10 A	16 A
4-5	19 A	34 A	42 A	41 A	34 A	19 A	19 A	21 A
5-6	63 A	52 A	42 A	58 A	63 A	52 A	66 A	64 A
6-7	288 A	160 A	134 A	269 A	286 A	283 A	298 A	287 A
7-8	516 A	431 A	406 A	537 A	545 A	471 A	469 A	488 A
8-9	624 A	603 A	610 A	667 A	566 A	541 A	518 A	558 A
9-10	585 A	584 A	781 A	835 A	513 A	489 A	485 A	535 A
10-11	575 A	624 A	729 A	877 A	508 A	490 A	424 A	475 A
11-12	597 A	621 A	774 A	726 A	500 A	473 A	497 A	572 A
12-13	644 A	656 A	730 A	794 A	620 A	519 A	566 A	585 A
13-14	575 A	619 A	649 A	696 A	523 A	490 A	556 A	538 A
14-15	596 A	592 A	653 A	642 A	522 A	530 A	540 A	559 A
15-16	721 A	749 A	653 A	660 A	601 A	603 A	666 A	632 A
16-17	773 A	709 A	627 A	696 A	621 A	645 A	567 A	717 A
17-18	686 A	693 A	608 A	546 A	559 A	547 A	596 A	620 A
18-19	498 A	574 A	450 A	420 A	361 A	386 A	396 A	469 A
19-20	373 A	444 A	451 A	310 A	269 A	273 A	290 A	353 A
20-21	249 A	353 A	364 A	223 A	193 A	208 A	233 A	340 A
21-22	298 A	324 A	254 A	148 A	182 A	184 A	197 A	303 A
22-23	233 A	309 A	242 A	122 A	111 A	143 A	138 A	251 A
23-24	172 A	244 A	166 A	52 A	61 A	75 A	83 A	150 A
Day Total	9195 A	9682 A	9739 A	9546 A	7743 A	7514 A	7705 A	8658 A
AM Peak Hour	08-09	10-11	09-10	10-11	08-09	08-09	08-09	11-12
AM Peak Traffic	624	624	781	877	566	541	518	572
PM Peak Hour	16-17	15-16	12-13	12-13	16-17	16-17	15-16	16-17
PM Peak Traffic	773	749	730	794	621	645	666	717

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	A

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 165
Location Type: Control Station
Lanes: 2
Lane Code: 1

Direction of Count: West

Year	Sat	Sun	Mon	Tue	Wed	Thu	Fri
2003	JAN 25	JAN 26	JAN 27	JAN 28	JAN 29	JAN 30	JAN 31
0-1	83 A	138 A	49 A	47 A	57 A	51 A	37 A
1-2	67 A	73 A	81 A	30 A	21 A	28 A	27 A
2-3	57 A	60 A	27 A	21 A	18 A	14 A	25 A
3-4	37 A	62 A	33 A	15 A	18 A	13 A	12 A
4-5	24 A	38 A	28 A	22 A	14 A	24 A	23 A
5-6	54 A	57 A	79 A	55 A	53 A	51 A	57 A
6-7	168 A	122 A	264 A	259 A	302 A	292 A	306 A
7-8	343 A	348 A	516 A	474 A	504 A	491 A	520 A
8-9	641 A	564 A	569 A	534 A	553 A	562 A	570 A
9-10	598 A	666 A	581 A	517 A	534 A	498 A	578 A
10-11	581 A	664 A	617 A	479 A	512 A	502 A	501 A
11-12	579 A	628 A	566 A	487 A	492 A	507 A	519 A
12-13	575 A	607 A	595 A	550 A	547 A	520 A	651 A
13-14	573 A	601 A	545 A	464 A	475 A	501 A	548 A
14-15	561 A	561 A	542 A	527 A	501 A	515 A	550 A
15-16	650 A	445 A	657 A	626 A	612 A	681 A	753 A
16-17	720 A	341 A	642 A	678 A	697 A	649 A	710 A
17-18	643 A	306 A	531 A	706 A	589 A	580 A	652 A
18-19	475 A	244 A	356 A	376 A	423 A	466 A	519 A
19-20	396 A	437 A	264 A	307 A	310 A	320 A	404 A
20-21	337 A	313 A	187 A	237 A	239 A	236 A	290 A
21-22	311 A	180 A	158 A	185 A	207 A	170 A	261 A
22-23	257 A	137 A	122 A	125 A	118 A	150 A	260 A
23-24	184 A	80 A	65 A	66 A	63 A	83 A	183 A
Day Total	8914 A	7672 A	8074 A	7787 A	7859 A	7904 A	8956 A
AM Peak Hour	08-09	09-10	10-11	08-09	08-09	08-09	09-10
AM Peak Traffic	641	666	617	534	553	562	578
PM Peak Hour	16-17	12-13	15-16	17-18	16-17	15-16	15-16
PM Peak Traffic	720	607	657	706	697	681	753

CALTRANS TRAFFIC VOLUMES
Detail All Vehicle Hourly Count Report

District	County	Route	Prefix	Postmile	Leg
03	PLA	028		9.340	A

Location Description
KINGS BEACH, JCT. RTE. 267

Traffic Station: 165
Location Type: Control Station
Lanes: 2
Lane Code: 1

7-Day Periods

WEST

	7-Day Total	Daily Average
1st	60376	8625
2nd	57752	8250
3rd		
4th		

5-Day Periods

WEST

	5-Day Total	Weekday Average
1st	40955	8191
2nd	41166	8233
3rd		
4th		

Scenario # E

ESTIMATED TURNING-MOVEMENT VOLUMES

Year: 2021

Land Use: Impact of Revised Proposed Land Use Diagram (Plus Project minus No Project)

Roadway Network: Four Lane SR 267

Time Period: Summer

Intersection	NODE #	Northbound LT	Northbound T	Northbound RT	Southbound LT	Southbound T	Southbound RT	Eastbound LT	Eastbound T	Eastbound RT	Westbound LT	Westbound T	Westbound RT	Total Intersection Approach Volume
SR 89/SR 267 Bypass/I-80 Westbound	311	242	54	—	—	61	0	—	—	—	256	—	0	924
SR 89/SR 267 Bypass/I-80 Eastbound	310	—	296	233	11	306	—	0	—	209	—	—	—	1,365
Donner Pass Road (Existing SR 267/SR 89)/I-80 Westbound	266	-2	-4	—	—	17	4	—	—	—	—	—	—	281
Donner Pass Road (Existing SR 267/SR 89)/I-80 Eastbound	286	—	3	—	—	17	—	-9	—	-13	—	—	—	284
Glenshire Drive/Donner Pass Road (Existing SR 267)	145	20	—	11	—	—	—	—	-1	26	129	-138	—	192
Bridge Street/Donner Pass Road	143	4	19	42	0	10	-2	1	-45	6	75	-23	0	230
Bridge Street/West River Street	160	190	61	4	-5	91	5	10	7	146	7	-2	-6	668
Brockway Road (Existing SR 267)/Palisades Drive	162	-3	234	—	—	224	-8	20	—	-3	—	—	—	626
Brockway Road (Existing SR 267)/Martis Valley Road	164	38	245	0	0	245	-26	-2	0	23	0	0	0	687
SR 267 Bypass/SR 267/Brockway Road (Existing SR 267)/Joerger Drive	166	288	539	0	0	513	2	-10	0	290	0	0	0	1,788
SR 267/Airport Road/Schaffer Mill Road	167	71	515	58	50	484	269	255	39	68	66	70	57	2,169
SR 267/Northstar Drive	230	63	70	61	189	59	255	325	79	35	46	43	0	1,455
SR 267/SR 28	—	0	0	0	47	0	61	49	0	0	0	0	100	257
SR 89 South/Donner Pass Road	137	18	3	-6	0	-4	4	-4	-3	23	8	-9	0	167

Scenario # F

ESTIMATED TURNING-MOVEMENT VOLUMES

Year: 2021

Land Use: Impact of Revised Proposed Land Use Diagram (Plus Project minus No Project)

Roadway Network: Four Lane SR 267

Time Period: 30th Highest Winter Peak Hour

Intersection	NODE #	Northbound LT	Northbound T	Northbound RT	Southbound LT	Southbound T	Southbound RT	Eastbound LT	Eastbound T	Eastbound RT	Westbound LT	Westbound T	Westbound RT	Total Intersection Approach Volume
SR 89/SR 267 Bypass/I-80 Westbound	311	170	48	—	—	416	0	—	—	—	87	—	0	1,032
SR 89/SR 267 Bypass/I-80 Eastbound	310	—	218	142	1	415	—	0	—	84	—	—	—	1,170
Donner Pass Road (Existing SR 267/SR 89)/I-80 Westbound	266	-2	16	—	—	86	4	—	—	—	—	—	—	370
Donner Pass Road (Existing SR 267/SR 89)/I-80 Eastbound	286	—	14	—	—	86	—	-9	—	-4	—	—	—	373
Glenshire Drive/Donner Pass Road (Existing SR 267)	145	21	—	6	—	—	—	—	8	26	120	-38	—	288
Bridge Street/Donner Pass Road	143	5	20	54	0	10	-2	1	-20	7	44	-17	0	245
Bridge Street/West River Street	160	199	63	6	-4	63	2	22	7	232	8	-3	-6	749
Brockway Road (Existing SR 267)/Palisades Drive	162	-3	250	—	—	141	-9	18	—	-3	—	—	—	556
Brockway Road (Existing SR 267)/Martis Valley Road	164	26	249	0	0	167	-29	-2	0	11	0	0	0	586
SR 267 Bypass/SR 267/Brockway Road (Existing SR 267)/Joerger Drive	166	274	367	0	0	499	1	-7	0	185	0	0	0	1,485
SR 267/Airport Road/Schaffer Mill Road	167	41	329	34	57	358	269	255	39	45	30	70	57	1,751
SR 267/Northstar Drive	230	52	27	61	189	88	156	429	79	42	46	43	0	1,442
SR 267/SR 28	—	0	0	0	47	0	59	54	0	0	0	0	99	259
SR 89 South/Donner Pass Road	137	9	4	-17	0	-7	0	-5	-2	23	8	-7	0	143

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Quotation

Quote Number	Quote Date	Customer Order Number	Customer Number	Account Representative	Proj No.
38366	5/20/2003		PAC010	GWEN GRIMM-LAURIDSON	

QUOTE TO: ACCOUNTS PAYABLE
PACIFIC MUNICIPAL CONSULTANTS
10461 OLD PLACERVILLE RD # 110
SACRAMENTO, CA 95827

P: 1.916.361.8384
F: 1.916.361.1574

SHIP TO: JENNIFER LeBEOUF
PACIFIC MUNICIPAL CONSULTANTS
10461 OLD PLACERVILLE RD # 110
SACRAMENTO, CA 95827

P: 1.916.361.8384 X205
F: 1.916.361.1574

Terms NET 10 DAYS

Line	Quantity	Catalog Number / Description	Unit Price	Extended Amount
		QUOTE VALID FOR 30 DAYS REVISED ON 5/21/03 - DISCOUNT IS 37.47% OFF LIST PRICING Thank you for your interest in utilizing United Corporate Furnishings for your workplace needs. Sincerely, Gwen Grimm-Lauridson (916)553-5900 x241 Please review this quote carefully. If you don't understand something or have any questions, let us know immediately. This product is manufactured especially for you and cannot be returned.		
BEG	Subsection	HILARY & BETH		
1	1.00	WBHS DETAILS BINDER HOLDER- SLATWALL BASIC :9215 SHADE	12.94	12.94
	Tag For:	HILARY & BETH		
2	2.00	CFTR DETAILS FOOT REST BASIC :5103 CHARCOAL	51.75	103.50
	Tag For:	HILARY & BETH		
3	2.00	WLTS DETAILS LETTER TRAY - SLATWALL/FREE 10 X 2 1/4 X 12 1/2 BASIC :9215 SHADE	12.94	25.88
	Tag For:	HILARY & BETH		
4	9.00	WPFS DETAILS PAPERFLO MANAGER - 11" SLATWAL	35.44	318.96

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38366	5/20/200		PAC010	GWEN GRIMM-LAURIDSON	

Line	Quantity	Catalog Number / Description	Unit Price	Extended Amount
		11 X 10 X 14 3/8 BASIC :9215 SHADE BRACKET :5052 PEWTER		
	Tag For:	HILARY & BETH		
5	2.00	WPCS DETAILS PEN/PENCIL CUP - SLATWALL 3 1/8 X 3 1/2 X 5 1/4 BASIC :9215 SHADE BRACKET :5052 PEWTER	14.06	28.12
	Tag For:	HILARY & BETH		
6	2.00	LPISA DETAILS PISA LIGHT - FREESTANDING BASIC :3763 VENETIAN GOLD	72.56	145.12
	Tag For:	FINISH TBD BY CLIENT HILARY & BETH		
7	4.00	WS48 DETAILS SLATWALL - 48" 48 X 1 1/8 X 12 BASIC :5052 PEWTER	78.75	315.00
	Tag For:	HILARY & BETH		
8	6.00	WMEDIA DETAILS SLATWALL MEDIA HOLDER BASIC :5052 PEWTER	14.06	84.36
	Tag For:	HILARY & BETH		
9	2.00	LT2R DETAILS T2 LIGHT 24" RECESSED MOUNT BASIC :835 BLACK	120.94	241.88
	Tag For:	HILARY & BETH		
10	2.00	WTCS DETAILS TELEPHONE CADDY-SLATWALL 9 X 10 3/8 X 3 1/4 BASIC :5052 PEWTER	37.13	74.26
	Tag For:	HILARY & BETH		
11	2.00	MBB4216 STEELCAS BIN-STORAGE,15-5/8X41-3/4X17-1/8 BASIC :4799 PLATINUM	235.69	471.38
	Tag For:	HILARY & BETH		
12	2.00	PWCHB42 STEELCAS BRACE-HORIZONTAL,42W	35.00	70.00

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38366	5/20/200:		PAC010	GWEN GRIMM-LAURIDSON	

Line	Quantity	Catalog Number / Description	Unit Price	Extended Amount
		BASIC :4799 PLATINUM		
	Tag For:	HILARY & BETH		
13	2.00	PWC80 STEELCAS CHANNELS-WALL,64-3/4L	46.88	93.76
		BASIC :4799 PLATINUM		
	Tag For:	HILARY & BETH		
14	1.00	98512A STEELCAS DIVIDER-STORAGE,CTN/4, 10-3/4X4X4-1/2	23.13	23.13
	Tag For:	HILARY & BETH		
15	2.00	MHBS4216 STEELCAS SHELF-BOOKSHELF,HALF HEIGHT, 14-3/4X42X7-1/2 BASIC :4798 STERLING	109.38	218.76
	Tag For:	HILARY & BETH		
16	1.00	742541 STEELCAS BOOKCASE-OPEN,2 ADJ SHELVES, 15X42X41-1/4 BASIC :4798 STERLING	313.88	313.88
	Tag For:	HILARY & BETH		
17	2.00	827CW STEELCAS COUNTERWEIGHT-LATERAL FILE	46.13	92.26
	Tag For:	HILARY & BETH		
18	1.00	847CW STEELCAS COUNTERWEIGHT-LATERAL FILE	57.94	57.94
	Tag For:	HILARY & BETH		
19	1.00	830561RW STEELCAS FILE-LAT,REC HDWE,1 SHELF,4 DWR,RAILS,LK,18X30X64 11/16 BASIC :4799 PLATINUM LOCK :9201 POLISHED CHROME PULL :4799 PLATINUM KEYS :SK SPEC 1-PLUG	626.63	626.63
	Tag For:	HILARY & BETH		
20	1.00	830361RW STEELCAS FILE-LATERAL,REC HDWE,3 DWR, RAILS,LK,18X30X41 1/4 BASIC :4798 STERLING	420.19	420.19

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38366	5/20/200:		PAC010	GWEN GRIMM-LAURIDSON	

Line	Quantity	Catalog Number / Description	Unit Price	Extended Amount
		LOCK :9201 POLISHED CHROME PULL :4798 STERLING KEYS :SK SPEC 1-PLUG		
	Tag For:	HILARY & BETH		
21	1.00	842511DV STEELCAS FILE-LATERAL,REC HDWE,5 SHELF, DIV,LK,18X42X64 11/16 BASIC :4799 PLATINUM LOCK :9201 POLISHED CHROME PULL :4799 PLATINUM KEYS :SK SPEC 1-PLUG	883.69	883.69
	Tag For:	HILARY & BETH		
22	2.00	142HF STEELCAS HANGING FOLDER FRAME-42W	5.63	11.26
	Tag For:	HILARY & BETH		
23	2.00	TB4222 STEELCAS TACKBOARD-AVENIR APPL,22X42 TKBD :P361 LUPINE	124.38	248.76
	Tag For:	FINISH TBD BY CLIENT HILARY & BETH		
24	6.00	LOCK9201FR STEELCAS LOCK CYLINDER-FR SERIES, POLISHED CHROME LOCK :9201 POLISHED CHROME KEYS :SK SPEC 1-FR315 1-FR316 4-FR317	N/C	N/C
	Tag For:	HILARY & BETH		
25	1.00	TS5YMB212 STEELCAS TS BRACKETS-MOUNTING,HARDWARE, SET/2,12H BASIC :4798 STERLING	49.50	49.50
	Tag For:	HILARY & BETH		
26	2.00	TS5YMFUPVP STEELCAS TS FILE UNIT-M,PERF FR/CASE, V TP,18-1/4X30-1/2X23-1/4 PULL :9211 NICKEL TOP-SURF:2313 NATURAL	598.50	1,197.00
	Tag For:	HILARY & BETH		
27	1.00	TS5YMPPFBF STEELCAS	466.50	466.50

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38366	5/20/200:		PAC010	GWEN GRIMM-LAURIDSON	

Line	Quantity	Catalog Number / Description	Unit Price	Extended Amount
		TS PEDESTAL-MBL,BX/FL,PERF FR /CASE,FLOATING TP,22X18X27-5/8 PULL :9211 NICKEL TOP-SURF:2313 NATURAL		
	Tag For:	HILARY & BETH		
28	5.00	TS2PPT STEELCAS TS PENCIL TRAY-STORAGE APPL	5.00	25.00
	Tag For:	HILARY & BETH		
29	1.00	TS5YSL1218 STEELCAS TS SCREEN-SLATWALL,12X18 SURFACE :8043 CLEAR ANODIZED ALUMINUM	47.00	47.00
	Tag For:	HILARY & BETH		
30	1.00	TS33667 STEELCAS TS STOOL-CRUSH CAN,MEDIUM,24" BODY :5B66 PLUM TOP/BTM :5809 BLACK OPTIONS * * OPTIONS * * HANDLE *OPT:HANDLE OPTION	81.00	81.00
	Tag For:	HILARY & BETH		
31	2.00	TS5YMT2436 STEELCAS TS TABLE DESK-MOBILE, RECTANGULAR,FLOATER,24X36 BASIC :4798 STERLING TOP-SURF:2313 NATURAL OPTIONS * * OPTIONS * * LEGS *OPT:LEG OPTIONS LEGS STD:STANDARD LEGS	251.00	502.00
	Tag For:	HILARY & BETH		
32	1.00	TS5YMTOV42 STEELCAS TS TABLE DESK-MOBILE,OVAL, CONFERENCING,42 BASIC :4798 STERLING TOP-SURF:2313 NATURAL OPTIONS * * OPTIONS * * LEGS *OPT:LEG OPTIONS LEGS STD:STANDARD LEGS	284.50	284.50
	Tag For:	HILARY & BETH		
33	2.00	TS5YMT66R STEELCAS TS TABLE DESK-MOBILE,RIGHT HAND,66W BASIC :4798 STERLING TOP-SURF:2313 NATURAL OPTIONS * * OPTIONS * *	352.00	704.00

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Quote Number	Quote Date	Customer Order Number	Customer Number	Account Representative	Proj No.
38366	5/20/200:		PAC010	GWEN GRIMM-LAURIDSON	

Line	Quantity	Catalog Number / Description	Unit Price	Extended Amount
		LEGS *OPT:LEG OPTIONS LEGS STD:STANDARD LEGS		
	Tag For:	HILARY & BETH		
34	2.00	TS38002 STEELCAS TS CHAIR-SPRINGBOARD,TASK, LUMBAR HGT ADJ,UPRIGHT LOCK PLASTIC :6205 BLACK UPHLSTRY:5B66 PLUM OPTIONS * * OPTIONS * * SEAT *OPT:SEAT OPTIONS ADJ SEAT SLIDING SEAT DEPTH ARMS *OPT:ARM OPTIONS T HW ADJ TASK ARM, HGT/WDTH ADJ	358.50	717.00
35	1.00	TS5LEGCLP STEELCAS TS WIRE MANAGER KIT-LEG CLIP/ UNDER WORKSURFACE,SET/6 BASIC :6000 BLACK	16.50	16.50
	Tag For:	HILARY & BETH		
36	2.00	TS5SKLBNE STEELCAS TS WIRE MANAGER-SKELETON BONE BASIC :6000 BLACK	47.00	94.00
	Tag For:	HILARY & BETH		
		Subsection	Sub Total	9,065.66
		SACRAMENTO COUNTY SALES TAX 7.75%		702.59
		Included In Grand Total	Total	9,768.25
END	Subsection	HILARY & BETH		
BEG	Subsection	PAT		
37	1.00	WSWANS DETAILS BRACKET - SLATWALL, ANSWER 12 1/2" X 3" X 2" BASIC :5052 PEWTER	13.50	13.50
	Tag For:	PAT		
38	3.00	WPFS DETAILS PAPERFLO MANAGER - 11" SLATWAL 11 X 10 X 14 3/8 BASIC :9216 RAIN BRACKET :5052 PEWTER	35.44	106.32
	Tag For:	PAT		
39	1.00	WPCS DETAILS PEN/PENCIL CUP - SLATWALL 3 1/8 X 3 1/2 X 5 1/4 BASIC :9216 RAIN BRACKET :5052 PEWTER	14.06	14.06

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Quotation

Quote Number	Quote Date	Customer Order Number	Customer Number	Account Representative	Proj No.
38366	5/20/200:		PAC010	GWEN GRIMM-LAURIDSON	

Line	Quantity	Catalog Number / Description	Unit Price	Extended Amount
	Tag For:	PAT		
40	1.00	WS60 DETAILS SLATWALL - 60" BASIC :5052 PEWTER	98.44	98.44
	Tag For:	PAT		
41	1.00	736580 STEELCAS BOOKCASE-OPEN,5 ADJ SHELVES, 15X36X80-1/2 BASIC :0835 BLACK(TRANSITIONAL)	448.31	448.31
	Tag For:	PAT		
42	1.00	827CW STEELCAS COUNTERWEIGHT-LATERAL FILE	46.13	46.13
	Tag For:	PAT		
43	1.00	136561 STEELCAS FILE-LATERAL,REC PULL,1 SHELF, 4 DWR,LK,18X36X63-19/32 BASIC :0835 BLACK(TRANSITIONAL) LOCK :9201 POLISHED CHROME KEYS :SK SPEC 1-PLUG OPTIONS * * OPTIONS * * OPT ACC *OPT:OPTIONAL ACCESSORIES 800RW ADJUSTABLE RAILS	664.88	664.88
	Tag For:	PAT		
44	3.00	TS40007 STEELCAS TS MARKER BOARD-GROUP WORK, HANGING SURFACE :2728 UV CLOUD	97.50	292.50
	Tag For:	PAT		
45	2.00	TS40008 STEELCAS TS TACK BOARD-GROUP WORK, HANGING BASIC :6000 BLACK	84.50	169.00
	Tag For:	PAT		
46	2.00	TS40006 STEELCAS TS WALL TRACK-GROUP WORK, 4X96X3 BASIC :6000 BLACK	61.50	123.00
	Tag For:	PAT		
47	1.00	TS760HB STEELCAS HORIZONTAL BRACE-60W	33.75	33.75

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Quotation

Quote Number	Quote Date	Customer Order Number	Customer Number	Account Representative	Proj No.
38366	5/20/200:		PAC010	GWEN GRIMM-LAURIDSON	

Line	Quantity	Catalog Number / Description	Unit Price	Extended Amount
		BASIC :4762 CREAM(TRANSITIONAL)		
	Tag For:	PAT		
49	2.00	TS71530MBB STEELCAS MARKERBOARD-BINDER BIN DR APPL,15-1/2X30 PLASTIC :6650 (TRANSITIONAL) SODIUM	43.04	86.08
	Tag For:	PAT		
50	1.00	TS7060BL STEELCAS OVERHEAD STORAGE BIN-60W BASIC :4762 CREAM(TRANSITIONAL) LOCK :9201 POLISHED CHROME KEYS :SK SPEC 1-PLUG OPTIONS * * OPTIONS * * DOOR *OPT:DOOR OPTIONS STL DOOR STD:STEEL DOOR OPT ACC *OPT:OPTIONAL ACCESSORIES DIVIDER DIVIDER	333.63	333.63
	Tag For:	PAT		
51	1.00	TS7BSWHC STEELCAS WALL HANGING CHANNEL,66H BASIC :4762 CREAM(TRANSITIONAL)	26.04	26.04
	Tag For:	PAT		
		Subsection	Sub Total	2,455.64
		SACRAMENTO COUNTY SALES TAX 7.75%		190.31
		Included In Grand Total	Total	2,645.95
END	Subsection	PAT		
BEG	Subsection	CONFERENCE ROOM		
52	4.00	TS40007 STEELCAS TS MARKER BOARD-GROUP WORK, HANGING SURFACE :2728 UV CLOUD	97.50	390.00
	Tag For:	CONFERENCE ROOM		
53	2.00	TS40008 STEELCAS TS TACK BOARD-GROUP WORK, HANGING BASIC :6000 BLACK	84.50	169.00
	Tag For:	CONFERENCE ROOM		
54	2.00	TS40006 STEELCAS TS WALL TRACK-GROUP WORK,	61.50	123.00

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Quotation

Quote Number	Quote Date	Customer Order Number	Customer Number	Account Representative	Proj No.
38366	5/20/200:		PAC010	GWEN GRIMM-LAURIDSON	

Line	Quantity	Catalog Number / Description	Unit Price	Extended Amount
		4X96X3 BASIC :6000 BLACK		
	Tag For:	CONFERENCE ROOM		
		Subsection	Sub Total	682.00
		SACRAMENTO COUNTY SALES TAX 7.75%		52.86
		Included In Grand Total	Total	734.86
END	Subsection	CONFERENCE ROOM		
BEG	Subsection	PHASE 2 WORKSTATION RECONFIGURE		
55	1.00	FBC30SR STEELCAS BASE COVER-DUPLEX/TRIPLEX,30W	21.88	21.88
		BASIC :4762 CREAM(TRANSITIONAL)		
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
56	1.00	FBC42SR STEELCAS BASE COVER-DUPLEX/TRIPLEX,42W	25.00	25.00
		BASIC :4762 CREAM(TRANSITIONAL)		
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
57	8.00	WPFS DETAILS PAPERFLO MANAGER - 11" SLATWAL 11 X 10 X 14 3/8 BASIC :9216 RAIN BRACKET :5052 PEWTER	35.44	283.52
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
58	5.00	WPCS DETAILS PEN/PENCIL CUP - SLATWALL 3 1/8 X 3 1/2 X 5 1/4 BASIC :9216 RAIN BRACKET :5052 PEWTER	14.06	70.30
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
59	6.00	WS36 DETAILS SLATWALL - 36" 36 X 1 1/8 X 12 BASIC :5052 PEWTER	59.63	357.78
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
60	6.00	WSWUSA DETAILS USA MOUNTING BRACKET 2 7/8 X 12 3/4 X 2 1/8 BASIC :5052 PEWTER	13.50	81.00
	Tag For:	PHASE 2 WORKSTATION		

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Quotation

Quote Number	Quote Date	Customer Order Number	Customer Number	Account Representative	Proj No.
38366	5/20/200		PAC010	GWEN GRIMM-LAURIDSON	

Line	Quantity	Catalog Number / Description	Unit Price	Extended Amount
		RECONFIGURE		
61	1.00	MBB3616 STEELCAS BIN-STORAGE,15-5/8X35-3/4X17-1/8 BASIC :4762 CREAM(TRANSITIONAL)	253.75	253.75
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
62	4.00	MBB4216 STEELCAS BIN-STORAGE,15-5/8X41-3/4X17-1/8 BASIC :4762 CREAM(TRANSITIONAL)	261.88	1,047.52
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
63	1.00	MBB4816 STEELCAS BIN-STORAGE,15-5/8X47-3/4X17-1/8 BASIC :4762 CREAM(TRANSITIONAL)	269.38	269.38
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
64	1.00	PAB253 STEELCAS BRACKET-2 DIFF HGT PNLS,END TO END,SM PNL 53H,PAIR BASIC :4762 CREAM(TRANSITIONAL)	15.63	15.63
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
65	1.00	MSS STEELCAS BRACKET-SIDE SUPPORT	10.00	10.00
	Tag For:	EXISTING PRINTER/FAX STATION PHASE 2 WORKSTATION RECONFIGURE		
66	1.00	PCWS24CR STEELCAS CANTILEVER-RH,24D BASIC :4773 BALTIC(TRANSITIONAL)	52.50	52.50
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
67	1.00	PCSB18S STEELCAS CANTILEVER-SHARED,24D WKSF APPL,18D BASIC :4773 BALTIC(TRANSITIONAL)	52.50	52.50
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
68	1.00	LSM24KF STEELCAS LIGHT-SHELF,ECONOMIZER ELEK BLST,17 WATT,LAMP,9' CORD,25W	203.75	203.75

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Quote Number	Quote Date	Customer Order Number	Customer Number	Account Representative	Proj No.
38366	5/20/200:		PAC010	GWEN GRIMM-LAURIDSON	

Line	Quantity	Catalog Number / Description	Unit Price	Extended Amount
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
69	1.00	LSM36KF STEELCAS LIGHT-SHELF,ECONOMIZER ELEK BLST,25 WATT,LAMP,9' CORD,37W	216.88	216.88
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
71	1.00	MPTAM6536P3 STEELCAS PANEL-TACK ACOUST,3 CIRCT,MED TOP CAP,36-5/16X64-11/16 BASIC :4762 CREAM(TRANSITIONAL) SURF-1 :5683 (TRANSITIONAL) QUINCE SURF-2 :5683 (TRANSITIONAL) QUINCE	437.50	437.50
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
72	1.00	MPTAM6548P3 STEELCAS PANEL-TACK ACOUST,3 CIRCT,MED TOP CAP,48-5/16X64-11/16 BASIC :4762 CREAM(TRANSITIONAL) SURF-1 :5683 (TRANSITIONAL) QUINCE SURF-2 :5683 (TRANSITIONAL) QUINCE	502.50	502.50
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
73	1.00	MPTAM5330 STEELCAS PANEL-TACK ACOUST,MED TOP CAP, 30-5/16X52-3/8 BASIC :4762 CREAM(TRANSITIONAL) SURF-1 :5683 (TRANSITIONAL) QUINCE SURF-2 :5683 (TRANSITIONAL) QUINCE	293.75	293.75
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
74	1.00	MPTAM6536 STEELCAS PANEL-TACK ACOUST,MED TOP CAP, 36-5/16X64-11/16 BASIC :4762 CREAM(TRANSITIONAL) SURF-1 :5683 (TRANSITIONAL) QUINCE SURF-2 :5683 (TRANSITIONAL) QUINCE	354.38	354.38
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
75	1.00	MPTAM5348 STEELCAS PANEL-TACK ACOUST,MED TOP CAP, 48 5/16X52 3/8 BASIC :4762 CREAM(TRANSITIONAL) SURF-1 :5683 (TRANSITIONAL) QUINCE SURF-2 :5683 (TRANSITIONAL) QUINCE	368.13	368.13
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		

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Quote Number	Quote Date	Customer Order Number	Customer Number	Account Representative	Proj No.
38366	5/20/200		PAC010	GWEN GRIMM-LAURIDSON	

Line	Quantity	Catalog Number / Description	Unit Price	Extended Amount
76	1.00	MP2824BBFL STEELCAS PEDESTAL-FREESTANDING,2 BOX,1 FL DWR,LK,AVENIR PULL,24X15X27 BASIC :4773 BALTIC(TRANSITIONAL) LOCK :9201 POLISHED CHROME PULL :4773 BALTIC(TRANSITIONAL) KEYS :SK SPEC 1-PLUG OPTIONS * * OPTIONS * * OPT ACC *OPT:OPTIONAL ACCESSORIES 99465 CONVENIENCE TRAY	353.13	353.13
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
77	3.00	MP2824FF STEELCAS PEDESTAL-FREESTANDING,2 FILE DWR,AVENIR PULL,24X15X27 BASIC :4773 BALTIC(TRANSITIONAL) PULL :4773 BALTIC(TRANSITIONAL)	308.75	926.25
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
78	1.00	PP365A STEELCAS POWER POLE-3 CIRCUIT,65H BASIC :4762 CREAM(TRANSITIONAL) UPRIGHT :5683 (TRANSITIONAL) QUINCE OPTIONS * * OPTIONS * * WIRE OPT *OPT:WIRING OPTIONS SHRD PWY STD:3 CIRCUIT, SHARED NE	234.38	234.38
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
79	1.00	FPW330 STEELCAS POWERWAY-3 CIRCUIT,30W	83.13	83.13
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
80	1.00	FPW342 STEELCAS POWERWAY-3 CIRCUIT,42W	83.13	83.13
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
81	1.00	986831DA15S STEELCAS RECEPTACLE-DUP,3 CKT,SHRD NEUT /4 CKT,3+D,15 AMP,LINE 1,CTN/6 PLASTIC :6608 DRIFTWOOD	91.88	91.88
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
82	1.00	986832DA15S STEELCAS RECEPTACLE-DUP,3 CKT,SHRD NEUT /4 CKT,3+D,15 AMP,LINE 2,CTN/6	91.88	91.88

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Quote Number	Quote Date	Customer Order Number	Customer Number	Account Representative	Proj No.
38366	5/20/200		PAC010	GWEN GRIMM-LAURIDSON	

Line	Quantity	Catalog Number / Description	Unit Price	Extended Amount
		PLASTIC :6608 DRIFTWOOD		
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
83	1.00	986833DA15S STEELCAS RECEPTACLE-DUP,3 CKT,SHRD NEUT /4 CKT,3+D,15 AMP,LINE 3,CTN/6 PLASTIC :6608 DRIFTWOOD	91.88	91.88
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
84	5.00	MHBS4816 STEELCAS SHELF-BOOKSHELF,HALF HEIGHT, 14-3/4X48X7-1/2 BASIC :4762 CREAM(TRANSITIONAL)	121.25	606.25
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
85	1.00	PVWMM STEELCAS WIRE MGR-VERTICAL,PLASTIC, MED TOP CAP PNL APPL,49 11/16 PLASTIC :6655 WARM WHITE	25.00	25.00
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
86	1.00	PCWRC3624 STEELCAS WORKSURFACE-CURVILINEAR,CORNER ,LAM,24X36 EDGE :6654 SAND (VANADIUM) TOP-SURF:2825 VANADIUM SPECKLE	275.63	275.63
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
87	1.00	PWRC3624 STEELCAS WORKSURFACE-STRAIGHT,LAM, 24X36,CURVILINEAR APPLICATION EDGE :6654 SAND (VANADIUM) TOP-SURF:2825 VANADIUM SPECKLE	179.38	179.38
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
88	1.00	PWRC4824 STEELCAS WORKSURFACE-STRAIGHT,LAM, 24X48,CURVILINEAR APPLICATION EDGE :6654 SAND (VANADIUM) TOP-SURF:2825 VANADIUM SPECKLE	220.63	220.63
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
89	1.00	TS7CL STEELCAS LEG-C	103.60	103.60
		LEGS :4773 BALTIC(TRANSITIONAL)		
	Tag For:	PHASE 2 WORKSTATION		

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Quotation

Quote Number	Quote Date	Customer Order Number	Customer Number	Account Representative	Proj No.
38366	5/20/200		PAC010	GWEN GRIMM-LAURIDSON	

Line	Quantity	Catalog Number / Description	Unit Price	Extended Amount
		RECONFIGURE		
90	2.00	TS7SPL STEELCAS LEG-SINGLE POST	32.94	65.88
		LEGS :4773 BALTIC(TRANSITIONAL)		
	Tag For:	PHASE 2 WORKSTATION RECONFIGURE		
		Subsection	Sub Total	8,349.68
		SACRAMENTO COUNTY SALES TAX 7.75%		647.10
		Included In Grand Total	Total	8,996.78
END	Subsection	PHASE 2 WORKSTATION RECONFIGURE		
91	1.00	INSTALLATION UNITED C INSTALLATION SERVICES FOR UCF TO PERFORM THE FOLLOWING: * LABOR TO CUT WALL TRACK RAIL FROM 96" TO 48" * RECEIVE, INSPECT, DELIVER, ASSEMBLE AND INSTALL PRODUCT. * ALL PROJECTS REQUIRE A REQUESTED INSTALLATION DATE AT THE TIME THE ORDER IS PLACED. * ANY CHANGE TO THE REQUESTED INSTALLATION DATE WITH LESS THAN ONE WEEK NOTICE WILL RESULT IN THE PROJECT BEING RESCHEDULED NO SOONER THAN ONE WEEK FROM THE ORIGINAL REQUESTED DATE AND MAY INCUR ADDITIONAL CHARGES. *CUSTOMER TO PROVIDE A CERTIFIED ELECTRICIAN AT TIME OF INSTALLATION TO DO THE HARDWIRING OF BASE POWER INS TO BUILDING POWER SOURCE. * CUSTOMER TO REMOVE EXISTING FURNITURE & EQUIPMENT IN AREAS TO BE BUILT. * CUSTOMER RESPONSIBLE FOR REMOVAL OR INSTALLATION OF ALL PHONE AND DATA CABLES. * UCF NOT RESPONSIBLE FOR SEISMIC BRACING OF POWER POLES. * UCF NOT RESPONSIBLE FOR CUTTING	2,029.00	2,029.00

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Quotation

Quote Number	Quote Date	Customer Order Number	Customer Number	Account Representative	Proj No.
38366	5/20/200:		PAC010	GWEN GRIMM-LAURIDSON	

Line	Quantity	Catalog Number / Description	Unit Price	Extended Amount
		CEILING TILES TO FIT THE INSTALLATION OF POWER POLES.		
		* INSTALLATION TO BE PERFORMEDDURING NORMAL BUSINESS HOURS.		
92	1.00	PM HOURS UNITED C PROJECT MANAGEMENT TECHNICAL SERVICES TO RECONFIGURE SIX STATION AREA. COORDINATION BETWEEN SUB-CONTRACTORS, DATA, VOICE AND ELECTRICIAN AND UCF.	165.00	165.00
			Sub Total	22,746.98
		SACRAMENTO COUNTY SALES TAX 7.75%		1,762.89
			Grand Total	24,509.87
		*******End of Quotation*******		

ACCEPTED BY_____ TITLE_____ DATE_____

Revised Proposed Land Use Diagram
Turning-Movement Volumes

Scenario # A

ESTIMATED TURNING-MOVEMENT VOLUMES

Martis Valley Community Plan EIR

Year: 2021
Land Use: Revised Proposed Land Use Diagram
Roadway Network: Four Lane SR 267
Time Period: Summer

Intersection	NODE #	Northbound LT	Northbound T	Northbound RT	Southbound LT	Southbound T	Southbound RT	Eastbound LT	Eastbound T	Eastbound RT	Westbound LT	Westbound T	Westbound RT	Total Intersection Approach Volume
SR 89/SR 267 Bypass/I-80 Westbound	311	716	335	—	—	574	10	—	—	—	489	—	479	2,914
SR 89/SR 267 Bypass/I-80 Eastbound	310	—	1,051	430	382	681	—	0	—	547	—	—	—	3,401
Donner Pass Road (Existing SR 267/SR 89)/I-80 Westbound	266	221	958	—	—	582	348	—	—	—	—	—	—	2,375
Donner Pass Road (Existing SR 267/SR 89)/I-80 Eastbound	286	—	817	—	—	530	—	362	—	279	—	—	—	2,274
Glenshire Drive/Donner Pass Road (Existing SR 267)	145	268	—	323	—	—	—	—	517	368	269	390	—	2,280
Bridge Street/Donner Pass Road	143	167	449	574	9	280	26	48	459	142	678	445	10	3,430
Bridge Street/West River Street	160	448	927	25	52	812	236	219	20	516	26	15	44	3,500
Brockway Road (Existing SR 267)/Palisades Drive	162	69	1,058	—	—	854	370	250	—	73	—	—	—	2,836
Brockway Road (Existing SR 267)/Martis Valley Road	164	291	886	0	16	629	156	113	0	176	0	0	14	2,445
SR 267 Bypass/SR 267/Brockway Road (Existing SR 267)/Joerger Drive	166	1,101	1,353	14	55	1,057	116	93	5	999	10	5	35	5,009
SR 267/Airport Road/Schaffer Mill Road	167	96	1,440	141	381	1,372	313	397	43	129	171	76	631	5,357
SR 267/Northstar Drive	230	170	1,151	14	12	1,035	519	468	24	190	2	1	2	3,818
SR 267/SR 28	—	1	0	2	492	1	508	359	825	1	2	610	725	3,526
SR 89 South/Donner Pass Road	137	571	48	43	10	197	182	91	195	543	86	390	10	2,503

Scenario # B

ESTIMATED TURNING-MOVEMENT VOLUMES

Martis Valley Community Plan EIR

Year: 2021
Land Use: Revised Proposed Land Use Diagram
Roadway Network: Four Lane SR 267
Time Period: 30th Highest Winter Peak Hour

Intersection	NODE #	Northbound LT	Northbound T	Northbound RT	Southbound LT	Southbound T	Southbound RT	Eastbound LT	Eastbound T	Eastbound RT	Westbound LT	Westbound T	Westbound RT	Total Intersection Approach Volume
SR 89/SR 267 Bypass/I-80 Westbound	311	459	233	—	—	834	5	—	—	—	175	—	125	2,142
SR 89/SR 267 Bypass/I-80 Eastbound	310	—	904	339	57	903	—	0	—	230	—	—	—	2,743
Donner Pass Road (Existing SR 267/SR 89)/I-80 Westbound	266	254	234	—	—	276	341	—	—	—	—	—	—	1,371
Donner Pass Road (Existing SR 267/SR 89)/I-80 Eastbound	286	—	488	—	—	276	—	362	—	81	—	—	—	1,493
Glenshire Drive/Donner Pass Road (Existing SR 267)	145	271	—	162	—	—	—	—	326	368	250	107	—	1,629
Bridge Street/Donner Pass Road	143	215	467	488	9	272	27	48	197	182	400	325	10	2,783
Bridge Street/West River Street	160	496	662	38	45	708	101	469	20	824	30	20	39	3,612
Brockway Road (Existing SR 267)/Palisades Drive	162	68	976	—	—	750	411	220	—	72	—	—	—	2,659
Brockway Road (Existing SR 267)/Martis Valley Road	164	206	935	0	16	638	168	95	0	83	0	0	14	2,319
SR 267 Bypass/SR 267/Brockway Road (Existing SR 267)/Joerger Drive	166	1,108	1,010	14	44	1,133	28	71	5	645	10	5	35	4,274
SR 267/Airport Road/Schaffer Mill Road	167	56	1,054	82	434	1,038	316	447	43	113	77	76	631	4,534
SR 267/Northstar Drive	230	152	450	14	12	876	340	878	24	353	2	1	2	3,334
SR 267/SR 28	—	1	0	1	581	2	551	399	842	1	1	946	726	4,051
SR 89 South/Donner Pass Road	137	286	75	122	11	307	18	108	150	527	89	308	10	2,148

Scenario # C ESTIMATED TURNING-MOVEMENT VOLUMES *Martis Valley Community Plan EIR*

Year: 2021
Land Use: Revised Proposed Land Use Diagram
Roadway Network: Four Lane SR 267 with All Schaffer Mill Road Connections
Time Period: Summer

Intersection	NODE #	Northbound LT	Northbound T	Northbound RT	Southbound LT	Southbound T	Southbound RT	Eastbound LT	Eastbound T	Eastbound RT	Westbound LT	Westbound T	Westbound RT	Total Intersection Approach Volume
SR 89/SR 267 Bypass/I-80 Westbound	311	709	327	—	—	569	10	—	—	—	489	—	478	2,893
SR 89/SR 267 Bypass/I-80 Eastbound	310	—	1,036	433	381	677	—	0	—	550	—	—	—	3,387
Donner Pass Road (Existing SR 267/SR 89)/I-80 Westbound	266	221	959	—	—	578	348	—	—	—	—	—	—	2,372
Donner Pass Road (Existing SR 267/SR 89)/I-80 Eastbound	286	—	820	—	—	526	—	360	—	283	—	—	—	2,275
Glenshire Drive/Donner Pass Road (Existing SR 267)	145	268	—	323	—	—	—	—	519	367	263	392	—	2,277
Bridge Street/Donner Pass Road	143	174	450	575	9	284	26	47	458	144	682	445	10	3,447
Bridge Street/West River Street	160	450	938	19	58	815	237	217	17	518	26	15	44	3,514
Brockway Road (Existing SR 267)/Palisades Drive	162	68	1,047	—	—	826	394	273	—	76	—	—	—	2,846
Brockway Road (Existing SR 267)/Martis Valley Road	164	277	873	0	16	608	155	114	0	154	0	0	14	2,375
SR 267 Bypass/SR 267/Brockway Road (Existing SR 267)/Joerger Drive	166	1,069	1,338	14	55	1,053	119	96	5	956	10	5	35	4,921
SR 267/Airport Road/Schaffer Mill Road	167	75	1,279	138	377	1,247	395	510	45	104	158	89	632	5,216
SR 267/Northstar Drive	230	177	1,112	11	6	1,004	381	320	23	194	2	1	1	3,462
SR 267/SR 28	—	1	0	2	483	1	496	350	825	1	2	610	707	3,478
SR 89 South/Donner Pass Road	137	572	48	43	10	198	180	91	192	544	85	393	10	2,503

Scenario # D

ESTIMATED TURNING-MOVEMENT VOLUMES

Martis Valley Community Plan EIR

Year: 2021
Land Use: Revised Proposed Land Use Diagram
Roadway Network: Four Lane SR 267 with All Schaffer Mill Road Connections
Time Period: 30th Highest Winter Peak Hour

Intersection	NODE #	Northbound LT	Northbound T	Northbound RT	Southbound LT	Southbound T	Southbound RT	Eastbound LT	Eastbound T	Eastbound RT	Westbound LT	Westbound T	Westbound RT	Total Intersection Approach Volume
SR 89/SR 267 Bypass/I-80 Westbound	311	406	226	—	—	847	5	—	—	—	175	—	124	2,094
SR 89/SR 267 Bypass/I-80 Eastbound	310	—	844	341	57	915	—	0	—	231	—	—	—	2,698
Donner Pass Road (Existing SR 267/SR 89)/I-80 Westbound	266	254	230	—	—	270	341	—	—	—	—	—	—	1,361
Donner Pass Road (Existing SR 267/SR 89)/I-80 Eastbound	286	—	484	—	—	270	—	360	—	82	—	—	—	1,482
Glenshire Drive/Donner Pass Road (Existing SR 267)	145	271	—	162	—	—	—	—	322	367	245	107	—	1,619
Bridge Street/Donner Pass Road	143	223	468	483	9	275	27	47	197	185	402	325	10	2,794
Bridge Street/West River Street	160	499	671	29	50	710	102	464	17	828	30	20	39	3,619
Brockway Road (Existing SR 267)/Palisades Drive	162	67	959	—	—	732	437	240	—	75	—	—	—	2,672
Brockway Road (Existing SR 267)/Martis Valley Road	164	196	916	0	16	624	167	96	0	72	0	0	14	2,265
SR 267 Bypass/SR 267/Brockway Road (Existing SR 267)/Joerger Drive	166	1,078	950	14	44	1,146	29	73	5	618	10	5	35	4,173
SR 267/Airport Road/Schaffer Mill Road	167	44	850	80	430	946	398	560	45	97	71	89	632	4,409
SR 267/Northstar Drive	230	158	435	11	6	853	255	682	23	358	2	1	1	3,015
SR 267/SR 28	—	1	0	1	572	2	539	389	842	1	1	946	708	4,002
SR 89 South/Donner Pass Road	137	286	75	122	11	309	18	108	148	528	88	310	10	2,150

Revised Proposed Land Use Diagram Roadway LOS

PROPOSED LAND USE - 2021 ROADWAY LOS

			2021 4-Lane SR 267 Roadway Alt				2021 4-Lane SR 267 and Palisades and Northstar Connector Roadway Alt			
Roadway Segment	Jurisdiction	Applicable LOS Standard	Peak Direction Peak Hour Volume (per lane)	ADT	Roadway LOS	LOS Threshold Exceeded?	Peak Direction Peak Hour Volume (per lane)	ADT	Roadway LOS	LOS Threshold Exceeded?
SR 89 North of Bypass	Truckee	D	814	11,740	A	–	805	11,630	A	–
Donner Pass Road North of I-80 (East)	Truckee	D	958	15,860	A	–	959	15,830	A	–
Donner Pass Road South of I-80 (East)	Truckee	D	817	16,750	A	–	820	16,780	A	–
Donner Pass Road East of Bridge Street	Truckee	D	1,133	22,400	A	–	1,137	22,440	A	–
Donner Pass Road West of Bridge Street	Truckee	D	649	13,260	A	–	649	13,330	A	–
Bridge Street South of Donner Pass Road	Truckee	D	1,190	23,130	A	–	1,199	23,320	A	–
Brockway Road South of West River Street	Truckee	D	1,400	25,340	B	–	1,407	25,450	B	–
Brockway Road South of Palisades Drive	Truckee	D	1,127	18,900	A	–	1,115	18,560	A	–
Brockway Road South of Martis Valley Road	Truckee	D	1,177	18,230	A	–	1,150	17,590	A	–
SR 267 Bypass South of I-80	Truckee	D	889	27,360	A	–	881	27,230	A	–
SR 267 South of Brockway Road and SR 267 Bypass	Placer County	E	1,481	37,180	E	–	1,453	36,410	E	–
SR 267 South of Airport Road/Schaffer Mill Road (1)	Placer County	E	1,006	27,460	D	–	896	24,490	D	–
SR 267 South of Northstar Drive	Placer County	E	1,569	17,000	E	–	1,389	17,420	E	–
SR 267 North of SR 28	Placer County	E	975	19,370	E	–	948	18,890	E	–
SR 28 East of SR 267	Placer County	E	1,264	23,500	D	–	1,255	23,260	D	–
SR 28 West of SR 267	Placer County	E	1,149	17,540	C	–	1,140	17,380	C	–
West River Street West of SR 267	Truckee	D	755	10,180	A	–	752	10,180	A	–
Palisades Drive West of SR 267	Truckee	D	439	6,860	A	–	462	7,300	A	–
Martis Valley Road West of SR 267	Truckee	D	447	6,620	A	–	432	6,300	A	–
Schaffer Mill Road West of SR 267	Placer County	D	569	12,650	C	–	658	14,600	D	–
Airport Road East of SR 267	Placer County	D	878	11,690	B	–	880	11,790	B	–
Northstar Drive West of SR 267	Placer County	D	700	16,730	E	X	558	13,260	C	–
SR 89 S South of Donner Pass Road	Truckee	D	826	12,800	A	–	827	12,810	A	–
Donner Pass Road East of SR 89 South	Truckee	D	486	8,810	A	–	488	8,800	A	–
Donner Pass Road West of SR 89 South	Truckee	D	1,143	20,900	A	–	1,145	20,900	A	–

Note 1: Four-Lane SR 267 not required from Northstar Drive to Schaffer Mill Road if Northstar Connector is built.

LOS Calculations for Revised Proposed Land Use Diagram

Default Scenario Wed May 21, 2003 13:39:35 Page 1-1

Scenario Report

Scenario:	Default Scenario
Command:	Default Command
Volume:	Proposed Rev
Geometry:	Proposed Rev
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Default Scenario Wed May 21, 2003 13:39:39 Page 2-1

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 SR 267 Bypass/I-80 WB	F	114.9	1.191	F	114.9	1.191	+ 0.000 D/V
# 2 SR 267 Bypass/I-80 EB	F	127.7	1.320	F	127.7	1.320	+ 0.000 D/V
# 3 I-80 WB/DPR	B	12.5	0.000	B	12.5	0.000	+ 0.000 V/C
# 4 I-80 EB/DPR	F	967.9	0.000	F	967.9	0.000	+ 0.000 V/C
# 5 DPR/Glenshire Drive	F	689.6	0.000	F	689.6	0.000	+ 0.000 V/C
# 6 DPR/Bridge Street	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C
# 7 Bridge Street West River St	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C
# 8 Brockway Road/Palisades Drive	B	19.1	0.861	B	19.1	0.861	+ 0.000 D/V
# 9 Brockway Road/Martis Valley Ro	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C
# 10 SR 267/Brockway Road/Joerger D	F	417.7	2.047	F	417.7	2.047	+ 0.000 D/V
# 11 SR 267/Airport Road/Schaffer M	F	403.9	2.113	F	403.9	2.113	+ 0.000 D/V
# 12 SR 267/Northstar Drive	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C
# 13 SR 28/SR 267	E	61.9	1.095	E	61.9	1.095	+ 0.000 D/V
# 14 SR 89/Donner Pass Road	E	74.3	1.067	E	74.3	1.067	+ 0.000 D/V

Default Scenario Wed May 21, 2003 13:39:39 Page 3-1

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

Intersection #1 SR 267 Bypass/I-80 WB

Cycle (sec): 100 Critical Vol./Cap. (X): 1.191
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 114.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 0	0	0	1	0 1	0	0	0	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	716	335		0	0	574		10	0		0	0	489		0	479
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	716	335		0	0	574		10	0		0	0	489		0	479
User Adj:	1.00	1.00		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:	754	353		0	0	604		11	0		0	0	515		0	504
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	754	353		0	0	604		11	0		0	0	515		0	504
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	754	353		0	0	604		11	0		0	0	515		0	504
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95	1.00		1.00	1.00	1.00		0.85	1.00		1.00	1.00	0.95		1.00	0.85
Lanes:	1.00	1.00		0.00	0.00	1.00		1.00	0.00		0.00	0.00	1.00		0.00	1.00
Final Sat.:	1805	1900		0	0	1900		1615	0		0	0	1809		0	1615
Capacity Analysis Module:																
Vol/Sat:	0.42	0.19		0.00	0.00	0.32		0.01	0.00		0.00	0.00	0.28		0.00	0.31
Crit Moves:	****					****										****
Green/Cycle:	0.35	0.62		0.00	0.00	0.27		0.27	0.00		0.00	0.00	0.26		0.00	0.26
Volume/Cap:	1.19	0.30		0.00	0.00	1.19		0.03	0.00		0.00	0.00	1.09		0.00	1.19
Uniform Del:	32.5	9.0		0.0	0.0	36.6		27.0	0.0		0.0	0.0	36.9		0.0	36.9
IncremntDel:	100.9	0.1		0.0	0.0	104		0.0	0.0		0.0	0.0	66.6		0.0	107.0
Delay Adj:	1.00	1.00		0.00	0.00	1.00		1.00	0.00		0.00	0.00	1.00		0.00	1.00
Delay/Veh:	133.3	9.1		0.0	0.0	141		27.1	0.0		0.0	0.0	103.5		0.0	143.9
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	133.3	9.1		0.0	0.0	141		27.1	0.0		0.0	0.0	103.5		0.0	143.9
DesignQueue:	30	8		0	0	27		0	0		0	0	23		0	22

Default Scenario Wed May 21, 2003 13:39:39 Page 4-1

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

Intersection #2 SR 267 Bypass/I-80 EB

Cycle (sec): 100 Critical Vol./Cap. (X): 1.320
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 127.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 1	1	0	1	0 0	0	1	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	1051		430	382	681		0	0		0	547	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1051		430	382	681		0	0		0	547	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:	0	1106		453	402	717		0	0		0	576	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1106		453	402	717		0	0		0	576	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	0	1106		453	402	717		0	0		0	576	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	1.00	1.00		0.85	0.95	1.00		1.00	1.00		1.00	0.85	1.00		1.00	1.00
Lanes:	0.00	1.00		1.00	1.00	1.00		0.00	0.00		1.00	1.00	0.00		0.00	0.00
Final Sat.:	0	1900		1615	1805	1900		0	0		1900	1615	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.58		0.28	0.22	0.38		0.00	0.00		0.00	0.36	0.00		0.00	0.00
Crit Moves:		****			****							****				
Green/Cycle:	0.00	0.44		0.44	0.17	0.61		0.00	0.00		0.00	0.27	0.00		0.00	0.00
Volume/Cap:	0.00	1.32		0.64	1.32	0.62		0.00	0.00		0.00	1.32	0.00		0.00	0.00
Uniform Del:	0.0	27.9		21.7	41.6	12.2		0.0	0.0		0.0	36.5	0.0		0.0	0.0
IncremntDel:	0.0	152		1.9	165.2	1.0		0.0	0.0		0.0	159.3	0.0		0.0	0.0
Delay Adj:	0.00	1.00		1.00	1.00	1.00		0.00	0.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	0.0	180		23.6	206.7	13.3		0.0	0.0		0.0	195.8	0.0		0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	180		23.6	206.7	13.3		0.0	0.0		0.0	195.8	0.0		0.0	0.0
DesignQueue:	0	41		15	20	17		0	0		0	25	0		0	0

Default Scenario Wed May 21, 2003 13:39:39 Page 5-1

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

Intersection #3 I-80 WB/DPR

Average Delay (sec/veh): 12.5 Worst Case Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	221	958		0		0	582		348		0		0		0	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	221	958		0		0	582		348		0		0		0	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:	233	1008		0		0	613		366		0		0		0	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	233	1008		0		0	613		366		0		0		0	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	979	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	713	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	713	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Level Of Service Module:																				
Stopped Del:	12.5	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	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	*			*			*			*										

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Default Scenario Wed May 21, 2003 13:39:39 Page 6-1

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

Intersection #4 I-80 EB/DPR

Average Delay (sec/veh): 967.9 Worst Case Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	817		0		0	530		0		362		0		279	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	817		0		0	530		0		362		0		279	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:	0	860		0		0	558		0		381		0		294	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	0	860		0		0	558		0		381		0		294	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	xxxx			6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					1418	xxxx			558	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					152	xxxx			533	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					152	xxxx			533	xxxx	xxxx	xxxxx		
Level Of Service Module:																				
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	221	xxxxx	xxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	968	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			967.9			xxxxxx										
ApproachLOS:	*			*			F			*										

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Default Scenario Wed May 21, 2003 13:39:39 Page 7-1

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

Intersection #5 DPR/Glenshire Drive

Average Delay (sec/veh): 689.6 Worst Case Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	0	1	0		1	0	1	0	0	
Volume Module:																								
Base Vol:	268		0		323		0		0		0		0		517		368		269		390		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:	268		0		323		0		0		0		0		517		368		269		390		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:	282		0		340		0		0		0		0		544		387		283		411		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	282		0		340		0		0		0		0		544		387		283		411		0	
Critical Gap Module:																								
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	1715	xxxx			738	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								932	xxxx	xxxxx			
Potent Cap.:	100	xxxx			421	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								743	xxxx	xxxxx			
Move Cap.:	71	xxxx			421	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								743	xxxx	xxxxx			
Level Of Service Module:																								
Stopped Del:	1471	xxxx			40.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								12.8	xxxx	xxxxx			
LOS by Move:	F		*		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			
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*		*		*	*	*	*					*	*	*				*	*	*			
ApproachDel:			689.6					xxxxxx							xxxxxx						xxxxxx			
ApproachLOS:			F					*							*						*			

Default Scenario Wed May 21, 2003 13:39:39 Page 8-1

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

Intersection #6 DPR/Bridge Street

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	1		0	0	1!	0	0		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	167		449		574		9		280		26		48		459		142		678		445		10	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	167		449		574		9		280		26		48		459		142		678		445		10	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	176		473		604		9		295		27		51		483		149		714		468		11	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	176		473		604		9		295		27		51		483		149		714		468		11	
Critical Gap Module:																								
Critical Gp:	7.1		6.5		6.2		7.1		6.5		6.2		4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5		4.0		3.3		3.5		4.0		3.3		2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	2646		2491		483		3093		2629		468		479	xxxx	xxxxx				633	xxxx	xxxxx			
Potent Cap.:	16		30		588		7		24		599		1094	xxxx	xxxxx				960	xxxx	xxxxx			
Move Cap.:	0		7		588		0		6		599		1094	xxxx	xxxxx				960	xxxx	xxxxx			
Level Of Service Module:																								
Stopped Del:	xxxxx	xxxx			71.1	xxxxx	xxxx	xxxxx					8.5	xxxx	xxxxx				18.8	xxxx	xxxxx			
LOS by Move:	*		*		F	*	*	*					A	*	*				C	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT			LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	0	xxxx	xxxxx			xxxx	0	xxxxx					xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*		*		*	*	*	*					*	*	*				*	*	*			
ApproachDel:			xxxxxx					xxxxxx							xxxxxx						xxxxxx			
ApproachLOS:			F					F							*						*			

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Default Scenario          Wed May 21, 2003 13:39:39                Page 9-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #7 Bridge Street West River St
*******************************************************************************
Average Delay (sec/veh): OVERFLOW          Worst Case Level Of Service:      F
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        1  0  0  1  0    1  0  0  1  0    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     448  927   25    52  812  236   219   20  516    26   15   44
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  448  927   25    52  812  236   219   20  516    26   15   44
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:   472  976   26    55  855  248   231   21  543    27   16   46
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   472  976   26    55  855  248   231   21  543    27   16   46
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1103 xxxx xxxxx  1002 xxxx xxxxx  3052 3034   979  3303 3145   989
Potent Cap.:  640 xxxx xxxxx   699 xxxx xxxxx     8   13   306     5   11   302
Move Cap.:    640 xxxx xxxxx   699 xxxx xxxxx     0    3   306     0    3   302
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 24.7 xxxx xxxxx  10.6 xxxx xxxxx xxxxx xxxx 390.2 xxxxx xxxx xxxxx
LOS by Move:   C    *     *     B    *     *     *    *     F     *    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx  xxxx    0 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            xxxxxx            xxxxxx            xxxxxx
ApproachLOS:       *                 *                 F                 F
```



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Default Scenario          Wed May 21, 2003 13:39:39                Page 10-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #8 Brockway Road/Palisades Drive
*******************************************************************************
Cycle (sec):          80                Critical Vol./Cap. (X):          0.861
Loss Time (sec):      12 (Y+R =  4 sec) Average Delay (sec/veh):          19.1
Optimal Cycle:        85                Level Of Service:                    B
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  0  0    0  0  1  0  1    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      69 1058    0     0  854  370   250    0   73     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:   69 1058    0     0  854  370   250    0   73     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:    73 1114    0     0  899  389   263    0   77     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   73 1114    0     0  899  389   263    0   77     0    0    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    73 1114    0     0  899  389   263    0   77     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 1.00 1.00  1.00 1.00 0.85  0.95 1.00 0.85  1.00 1.00 1.00
Lanes:       1.00 1.00 0.00  0.00 1.00 1.00  1.00 0.00 1.00  0.00 0.00 0.00
Final Sat.:  1805 1900    0     0 1900 1615  1805    0 1615     0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.59 0.00  0.00 0.47 0.24  0.15 0.00 0.05  0.00 0.00 0.00
Crit Moves:       ****            ****            ****
Green/Cycle: 0.05 0.68 0.00  0.00 0.63 0.63  0.17 0.00 0.17  0.00 0.00 0.00
Volume/Cap:  0.75 0.86 0.00  0.00 0.75 0.38  0.86 0.00 0.28  0.00 0.00 0.00
Uniform Del: 37.3  9.9  0.0   0.0 10.6  7.3  32.3  0.0 29.0   0.0  0.0  0.0
IncremntDel: 28.1  6.1  0.0   0.0  2.8  0.2  21.2  0.0  0.6   0.0  0.0  0.0
Delay Adj:   1.00 1.00 0.00  0.00 1.00 1.00  1.00 0.00 1.00  0.00 0.00 0.00
Delay/Veh:   65.4 16.0  0.0   0.0 13.3  7.6  53.6  0.0 29.6   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  65.4 16.0  0.0   0.0 13.3  7.6  53.6  0.0 29.6   0.0  0.0  0.0
DesignQueue:    3   19    0     0   17    7   10    0    3     0    0    0
*******************************************************************************
```

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Default Scenario          Wed May 21, 2003 13:39:39                Page 11-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 Brockway Road/Martis Valley Road
*******************************************************************************
Average Delay (sec/veh):   1208.1          Worst Case Level Of Service:      F
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled     Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:        1  0  0  1  0    0  0  1! 0  0    0  1  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     291  886    0    16  629  156   113    0  176     0    0   14
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  291  886    0    16  629  156   113    0  176     0    0   14
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     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:   306  933    0    17  662  164   119    0  185     0    0   15
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   306  933    0    17  662  164   119    0  185     0    0   15
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1 xxxx   6.2 xxxxx xxxx   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  826 xxxx xxxxx   933 xxxx xxxxx  2331 xxxx   744  xxxx xxxx   933
Potent Cap.:  813 xxxx xxxxx   742 xxxx xxxxx    26 xxxx   418  xxxx xxxx   326
Move Cap.:    813 xxxx xxxxx   742 xxxx xxxxx    17 xxxx   418  xxxx xxxx   326
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 12.1 xxxx xxxxx   9.9 xxxx xxxxx xxxxx xxxx  20.3 xxxxx xxxx  16.6
LOS by Move:   B    *     *     A    *     *     *    *     C     *    *     C
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx    17 xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  3058 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     F    *     *     *    *     *
ApproachDel:     xxxxxx           xxxxxx           1208.1           16.6
ApproachLOS:        *                *                F               C
```



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Default Scenario          Wed May 21, 2003 13:39:39                Page 12-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #10 SR 267/Brockway Road/Joerger Drive
*******************************************************************************
Cycle (sec):          180                Critical Vol./Cap. (X):          2.047
Loss Time (sec):       12 (Y+R =  4 sec) Average Delay (sec/veh):         417.7
Optimal Cycle:        180                Level Of Service:                    F
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  0  1  0    1  0  1  0  1    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1101 1353   14    55 1057  116    93    5  999    10    5   35
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 1101 1353   14    55 1057  116    93    5  999    10    5   35
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:  1159 1424   15    58 1113  122    98    5 1052    11    5   37
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 1159 1424   15    58 1113  122    98    5 1052    11    5   37
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  1159 1424   15    58 1113  122    98    5 1052    11    5   37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 1.00 1.00  0.95 1.00 0.85  0.96 0.96 0.85  0.90 0.90 0.90
Lanes:       1.00 0.99 0.01  1.00 1.00 1.00  0.95 0.05 1.00  0.21 0.09 0.70
Final Sat.:  1805 1878   20  1805 1900 1615  1726   88 1615   354  161 1190
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.64 0.76 0.76  0.03 0.59 0.08  0.06 0.06 0.65  0.03 0.03 0.03
Crit Moves:  ****                ****                     ****  ****
Green/Cycle: 0.31 0.58 0.58  0.02 0.29 0.29  0.32 0.32 0.32  0.02 0.02 0.02
Volume/Cap:  2.05 1.32 1.32  1.32 2.05 0.26  0.18 0.18 2.05  2.05 2.05 2.05
Uniform Del: 61.8 38.2 38.2  87.8 64.2 49.6  44.3 44.3 61.4  88.6 88.6 88.6
IncremntDel:477.2  149 149.3 242.7  477  0.3   0.1  0.1 477.8 581.2  581 581.2
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Delay/Veh:  539.0  188 187.5 330.5  542 49.9  44.5 44.5 539.2 669.9  670 669.9
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 539.0  188 187.5 330.5  542 49.9  44.5 44.5 539.2 669.9  670 669.9
DesignQueue:   95   76    1     6   94    9    7    0   84    1    0    4
*******************************************************************************
```

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Default Scenario          Wed May 21, 2003 13:39:39                Page 13-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 SR 267/Airport Road/Schaffer Mill Road
*******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        2.113
Loss Time (sec):     16 (Y+R =  4 sec) Average Delay (sec/veh):       403.9
Optimal Cycle:      180                Level Of Service:                  F
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  0  1  0    1  0  1  0  1    0  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       96 1440  141   381 1372  313   397   43  129   171   76  631
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    96 1440  141   381 1372  313   397   43  129   171   76  631
User Adj:     1.00 1.00 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:    101 1516  148   401 1444  329   418   45  136   180   80  664
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   101 1516  148   401 1444  329   418   45  136   180   80  664
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    101 1516  148   401 1444  329   418   45  136   180   80  664
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.95 0.99 0.99  0.95 1.00 0.85  0.96 0.96 0.85  0.97 0.97 0.85
Lanes:        1.00 0.91 0.09  1.00 1.00 1.00  0.90 0.10 1.00  0.69 0.31 1.00
Final Sat.:   1805 1709  167  1805 1900 1615  1642  177 1615  1272  565 1615
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.06 0.89 0.89  0.22 0.76 0.20  0.25 0.25 0.08  0.14 0.14 0.41
Crit Moves:        ****            ****            ****                    ****
Green/Cycle:  0.04 0.42 0.42  0.11 0.49 0.49  0.12 0.12 0.12  0.19 0.19 0.19
Volume/Cap:   1.55 2.11 2.11  2.11 1.55 0.42  2.11 2.11 0.70  0.73 0.73 2.11
Uniform Del:  48.2 29.0 29.0  44.7 25.6 16.4  44.0 44.0 42.2  37.8 37.8 40.3
IncremntDel:311.6  505 505.3 518.4  255  0.4 516.2  516 10.7   7.3  7.3 511.7
Delay Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Delay/Veh:   359.8  534 534.3 563.2  280 16.8 560.1  560 52.9  45.1 45.1 552.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 359.8  534 534.3 563.2  280 16.8 560.1  560 52.9  45.1 45.1 552.0
DesignQueue:    5   64    6    21   51   10    22    2    7    8    4   33
*******************************************************************************
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Default Scenario          Wed May 21, 2003 13:39:39                Page 14-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #12 SR 267/Northstar Drive
*******************************************************************************
Average Delay (sec/veh):   2805.2          Worst Case Level Of Service:      F
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        1  0  1  1  0    1  0  1  0  1    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      170 1151   14    12 1035  519   468   25  190     2    1    2
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   170 1151   14    12 1035  519   468   25  190     2    1    2
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:    179 1212   15    13 1089  546   493   26  200     2    1    2
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:    179 1212   15    13 1089  546   493   26  200     2    1    2
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   7.1  6.5  6.2   7.1  6.5  6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:   3.5  4.0  3.3   3.5  4.0  3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  1836 1019   26  1731 1218    2     3 xxxx xxxxx   226 xxxx xxxxx
Potent Cap.:    59  239 1055    70  182 1088  1632 xxxx xxxxx  1354 xxxx xxxxx
Move Cap.:       0  139 1055     0  106 1088  1632 xxxx xxxxx  1354 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:   0.0 1570 xxxxx   0.0 4239  11.6   7.2 xxxx xxxxx   7.7 xxxx xxxxx
LOS by Move:     *    F     *     *    F     B     A    *     *     A    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx   142  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx  1575 xxxxx xxxx xxxxx  8.2 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     F     *    *     *     A    *     *     *    *     *
ApproachDel:     1372.0          2805.2          xxxxxx          xxxxxx
ApproachLOS:        F               F               *               *
```

Default Scenario Wed May 21, 2003 13:39:39 Page 15-1

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

Intersection #13 SR 28/SR 267

Cycle (sec): 110 Critical Vol./Cap. (X): 1.095
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 61.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	1	0	2	436	1	433	323	825	1	2	610	652
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	2	436	1	433	323	825	1	2	610	652
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	1	0	2	459	1	456	340	868	1	2	642	686
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	2	459	1	456	340	868	1	2	642	686
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	0	2	459	1	456	340	868	1	2	642	686
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.86	0.71	0.71	0.85	0.95	0.95	0.95	0.95	0.95	0.81
Lanes:	0.33	0.00	0.67	0.99	0.01	1.00	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	542	0	1084	1350	3	1615	1805	3606	4	1805	1805	1534
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.34	0.28	0.19	0.24	0.24	0.00	0.36	0.45
Crit Moves:					****		****					****
Green/Cycle:	0.31	0.00	0.31	0.31	0.31	0.31	0.17	0.58	0.58	0.00	0.41	0.41
Volume/Cap:	0.01	0.00	0.01	1.09	1.09	0.91	1.09	0.42	0.42	0.42	0.87	1.09
Uniform Del:	26.2	0.0	26.2	37.9	37.9	36.4	45.5	12.9	12.9	54.8	29.9	32.5
IncremntDel:	0.0	0.0	0.0	72.0	72.0	20.5	78.9	0.1	0.1	49.6	5.8	55.8
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.2	0.0	26.2	110.0	110	56.9	124.5	13.1	13.1	104.3	35.6	88.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	0.0	26.2	110.0	110	56.9	124.5	13.1	13.1	104.3	35.6	88.4
DesignQueue:	0	0	0	21	0	21	18	24	0	0	25	27

Default Scenario Wed May 21, 2003 13:39:39 Page 16-1

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

Intersection #14 SR 89/Donner Pass Road

Cycle (sec): 100 Critical Vol./Cap. (X): 1.067
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 74.3
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	571	48	43	10	197	182	91	195	543	86	390	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	571	48	43	10	197	182	91	195	543	86	390	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	601	51	45	11	207	192	96	205	572	91	411	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	601	51	45	11	207	192	96	205	572	91	411	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	601	51	45	11	207	192	96	205	572	91	411	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.88	0.88	0.88	0.88	0.88	0.95	0.95	0.81	0.95	0.95	0.95
Lanes:	1.00	0.53	0.47	0.05	1.01	0.94	1.00	1.00	1.00	1.00	1.95	0.05
Final Sat.:	1715	892	787	90	1693	1571	1805	1805	1534	1805	3502	94
Capacity Analysis Module:												
Vol/Sat:	0.35	0.06	0.06	0.12	0.12	0.12	0.05	0.11	0.37	0.05	0.12	0.12
Crit Moves:	****			****					****	****		
Green/Cycle:	0.33	0.33	0.33	0.11	0.11	0.11	0.12	0.35	0.35	0.05	0.27	0.27
Volume/Cap:	1.07	0.17	0.17	1.07	1.07	1.07	0.43	0.32	1.07	1.07	0.43	0.43
Uniform Del:	33.6	23.9	23.9	44.3	44.3	44.3	40.5	23.9	32.5	47.6	29.9	29.9
IncremntDel:	54.3	0.0	0.0	64.7	64.7	64.7	1.3	0.1	52.6	116.7	0.3	0.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	87.9	23.9	23.9	109.0	109	109.0	41.9	23.9	85.1	164.4	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.9	23.9	23.9	109.0	109	109.0	41.9	23.9	85.1	164.4	30.2	30.2
DesignQueue:	24	2	2	1	10	10	5	8	22	5	17	0

Default Scenario Wed May 21, 2003 13:42:16 Page 2-1

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 SR 267 Bypass/I-80 WB	D	43.4	0.926	D	43.4	0.926	+ 0.000 D/V
# 2 SR 267 Bypass/I-80 EB	B	17.9	0.753	B	17.9	0.753	+ 0.000 D/V
# 3 I-80 WB/DPR	B	10.3	0.000	B	10.3	0.000	+ 0.000 V/C
# 4 I-80 EB/DPR	F	137.8	0.000	F	137.8	0.000	+ 0.000 V/C
# 5 DPR/Glenshire Drive	F	258.4	0.000	F	258.4	0.000	+ 0.000 V/C
# 6 DPR/Bridge Street	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C
# 7 Bridge Street West River St	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C
# 8 Brockway Road/Palisades Drive	B	18.1	0.743	B	18.1	0.743	+ 0.000 D/V
# 9 Brockway Road/Martis Valley Ro	F	979.0	0.000	F	979.0	0.000	+ 0.000 V/C
# 10 SR 267/Brockway Road/Joerger D	F	351.7	1.961	F	351.7	1.961	+ 0.000 D/V
# 11 SR 267/Airport Road/Schaffer M	F	289.5	1.715	F	289.5	1.715	+ 0.000 D/V
# 12 SR 267/Northstar Drive	F	115.5	1.227	F	115.5	1.227	+ 0.000 D/V
# 13 SR 28/SR 267	F	114.0	1.224	F	114.0	1.224	+ 0.000 D/V
# 14 SR 89/Donner Pass Road	D	38.3	0.820	D	38.3	0.820	+ 0.000 D/V

Default Scenario Wed May 21, 2003 13:42:16 Page 3-1

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

Intersection #1 SR 267 Bypass/I-80 WB

Cycle (sec): 95 Critical Vol./Cap. (X): 0.926
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 43.4
Optimal Cycle: 119 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:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	0		0	0	1	0	1		0	0	0	0	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	420	233		0		0	834		5		0		0		0		175		0		125			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Initial Bse:	420	233		0		0	834		5		0		0		0		175		0		125			
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95			
PHF Volume:	442	245		0		0	878		5		0		0		0		184		0		132			
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0			
Reduced Vol:	442	245		0		0	878		5		0		0		0		184		0		132			
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Final Vol.:	442	245		0		0	878		5		0		0		0		184		0		132			
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900		1900		1900		1900		1900		1900			
Adjustment:	0.95	1.00		1.00		1.00	1.00		0.85		1.00		1.00		1.00		0.95		1.00		0.85			
Lanes:	1.00	1.00		0.00		0.00	1.00		1.00		0.00		0.00		0.00		1.00		0.00		1.00			
Final Sat.:	1805	1900		0		0	1900		1615		0		0		0		1809		0		1615			
Capacity Analysis Module:																								
Vol/Sat:	0.24	0.13		0.00		0.00	0.46		0.00		0.00		0.00		0.00		0.10		0.00		0.08			
Crit Moves:	****						****										****							
Green/Cycle:	0.26	0.76		0.00		0.00	0.50		0.50		0.00		0.00		0.00		0.11		0.00		0.11			
Volume/Cap:	0.93	0.17		0.00		0.00	0.93		0.01		0.00		0.00		0.00		0.93		0.00		0.74			
Uniform Del:	34.0	3.0		0.0		0.0	22.1		11.9		0.0		0.0		0.0		41.9		0.0		41.0			
IncremntDel:	24.0	0.1		0.0		0.0	14.5		0.0		0.0		0.0		0.0		43.3		0.0		15.6			
Delay Adj:	1.00	1.00		0.00		0.00	1.00		1.00		0.00		0.00		0.00		1.00		0.00		1.00			
Delay/Veh:	58.1	3.1		0.0		0.0	36.7		12.0		0.0		0.0		0.0		85.2		0.0		56.6			
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
AdjDel/Veh:	58.1	3.1		0.0		0.0	36.7		12.0		0.0		0.0		0.0		85.2		0.0		56.6			
DesignQueue:	18	3		0		0	26		0		0		0		0		9		0		6			

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Default Scenario            Wed May 21, 2003 13:42:16                    Page 4-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 SR 267 Bypass/I-80 EB
*******************************************************************************
Cycle (sec):          100                 Critical Vol./Cap. (X):        0.753
Loss Time (sec):       12 (Y+R =  4 sec) Average Delay (sec/veh):        17.9
Optimal Cycle:         68                  Level Of Service:                 B
*******************************************************************************
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Protected         Split Phase      Split Phase
Rights:           Include           Include             Ovl            Include
Min. Green:      0    0    0     0    0    0     0    0    0     0    0    0
Lanes:         0  0  1  0  1     1  0  1  0  0     0  1  0  0  1     0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0  865   339    57  903    0     0    0  230     0    0    0
Growth Adj:   1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:     0  865   339    57  903    0     0    0  230     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:      0  911   357    60  951    0     0    0  242     0    0    0
Reduct Vol:      0    0     0     0    0    0     0    0    0     0    0    0
Reduced Vol:     0  911   357    60  951    0     0    0  242     0    0    0
PCE Adj:      1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:      0  911   357    60  951    0     0    0  242     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900  1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   1.00 1.00  0.85  0.95 1.00 1.00  1.00 1.00 0.85  1.00 1.00 1.00
Lanes:        0.00 1.00  1.00  1.00 1.00 0.00  0.00 1.00 1.00  0.00 0.00 0.00
Final Sat.:      0 1900  1615  1805 1900    0     0 1900 1615     0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.48  0.22  0.03 0.50 0.00  0.00 0.00 0.15  0.00 0.00 0.00
Crit Moves:        ****        ****                    ****
Green/Cycle:  0.00 0.64  0.64  0.04 0.68 0.00  0.00 0.00 0.20  0.00 0.00 0.00
Volume/Cap:   0.00 0.75  0.35  0.75 0.74 0.00  0.00 0.00 0.75  0.00 0.00 0.00
Uniform Del:   0.0 12.7   8.5  47.3 10.2  0.0   0.0  0.0 37.7   0.0  0.0  0.0
IncremntDel:   0.0  2.7   0.2  32.7  2.2  0.0   0.0  0.0  9.6   0.0  0.0  0.0
Delay Adj:    0.00 1.00  1.00  1.00 1.00 0.00  0.00 0.00 1.00  0.00 0.00 0.00
Delay/Veh:     0.0 15.4   8.7  79.9 12.4  0.0   0.0  0.0 47.4   0.0  0.0  0.0
User DelAdj:  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:    0.0 15.4   8.7  79.9 12.4  0.0   0.0  0.0 47.4   0.0  0.0  0.0
DesignQueue:     0   21     8     3   19    0     0    0   11     0    0    0
*******************************************************************************
```



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Default Scenario            Wed May 21, 2003 13:42:16                    Page 5-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 I-80 WB/DPR
*******************************************************************************
Average Delay (sec/veh):      10.3          Worst Case Level Of Service:      B
*******************************************************************************
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled      Uncontrolled      Stop Sign        Stop Sign
Rights:          Include           Include           Include          Include
Lanes:         1  0  1  0  0     0  0  1  0  1     0  0  0  0  0     0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      254  234     0     0  276  341     0    0    0     0    0    0
Growth Adj:   1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   254  234     0     0  276  341     0    0    0     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:    267  246     0     0  291  359     0    0    0     0    0    0
Reduct Vol:      0    0     0     0    0    0     0    0    0     0    0    0
Final Vol.:    267  246     0     0  291  359     0    0    0     0    0    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:   2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   649 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:   946 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:     946 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 10.3 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 xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *     *     *     *     *     *     *     *     *     *     *     *
ApproachDel:     xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:          *                *                *                *
```

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Default Scenario          Wed May 21, 2003 13:42:16                Page 6-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 I-80 EB/DPR
*******************************************************************************
Average Delay (sec/veh):    137.8          Worst Case Level Of Service:      F
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:        0  0  1  0  0    0  0  1  0  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  488     0     0  276     0   362     0    81     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  488     0     0  276     0   362     0    81     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:     0  514     0     0  291     0   381     0    85     0    0     0
Reduct Vol:     0    0     0     0    0     0     0     0     0     0    0     0
Final Vol.:     0  514     0     0  291     0   381     0    85     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx   804 xxxx   291  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx   355 xxxx   753  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   355 xxxx   753  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  393 xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  138 xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    F     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            137.8           xxxxxx
ApproachLOS:       *                *                F                *

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Proposed Land Use Diagram - LOS Calculations - Winter

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Default Scenario          Wed May 21, 2003 13:42:16                Page 7-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 DPR/Glenshire Drive
*******************************************************************************
Average Delay (sec/veh):    258.4          Worst Case Level Of Service:      F
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     271     0   162     0    0     0     0  326   368   250  107     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:  271     0   162     0    0     0     0  326   368   250  107     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:   285     0   171     0    0     0     0  343   387   263  113     0
Reduct Vol:     0     0     0     0    0     0     0    0     0     0    0     0
Final Vol.:   285     0   171     0    0     0     0  343   387   263  113     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1176 xxxx   537  xxxx xxxx xxxxx  xxxx xxxx xxxxx   731 xxxx xxxxx
Potent Cap.:  213 xxxx   548  xxxx xxxx xxxxx  xxxx xxxx xxxxx   883 xxxx xxxxx
Move Cap.:    164 xxxx   548  xxxx xxxx xxxxx  xxxx xxxx xxxxx   883 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:404.1 xxxx  14.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.8 xxxx xxxxx
LOS by Move:    F    *     B     *    *     *     *    *     *     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
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    258.4           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:       F                *                *                *

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Default Scenario Wed May 21, 2003 13:42:16 Page 8-1

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

Intersection #6 DPR/Bridge Street

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	215	467	488		9	272		27	48	197		182	400	325		10
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	215	467	488		9	272		27	48	197		182	400	325		10
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	226	492	514		9	286		28	51	207		192	421	342		11
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Final Vol.:	226	492	514		9	286		28	51	207		192	421	342		11
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5		6.2	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0		3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1655	1503	207		2091	1684		342	353	xxxx	xxxxx		399	xxxx	xxxxx	
Potent Cap.:	79	123	838		39	95		705	1217	xxxx	xxxxx		1171	xxxx	xxxxx	
Move Cap.:	0	75	838		0	58		705	1217	xxxx	xxxxx		1171	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	15.8		xxxxx	xxxx		xxxxx	8.1	xxxx	xxxxx		9.8	xxxx	xxxxx	
LOS by Move:	*	*	C		*	*		*	A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	0	xxxx	xxxxx		xxxx	0		xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*		*	*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

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Default Scenario Wed May 21, 2003 13:42:16 Page 9-1

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

Intersection #7 Bridge Street West River St

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	1	0	0	1 0	0	1	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	496	662	38		45	708		101	469	20		824	30	20		39
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	496	662	38		45	708		101	469	20		824	30	20		39
User Adj:	1.00	1.00	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:	522	697	40		47	745		106	494	21		867	32	21		41
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Final Vol.:	522	697	40		47	745		106	494	21		867	32	21		41
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5		6.2	7.1	6.5		6.2
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0		3.3	3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	852	xxxx	xxxxx		737	xxxx	xxxxx		2685	2674		798	3098	2707		717
Potent Cap.:	796	xxxx	xxxxx		878	xxxx	xxxxx		15	23		389	7	21		433
Move Cap.:	796	xxxx	xxxxx		878	xxxx	xxxxx		0	7		389	0	7		433
Level Of Service Module:																
Stopped Del:	17.7	xxxx	xxxxx		9.3	xxxx	xxxxx		xxxxx	xxxx	584.1		xxxxx	xxxx	xxxxx	
LOS by Move:	C	*	*		A	*	*		*	*	F		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -		RT	LT -	LTR -		RT	LT -	LTR -		RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0	xxxx	xxxxx		xxxx	0	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				F				F			

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Default Scenario Wed May 21, 2003 13:42:16 Page 10-1

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

Intersection #8 Brockway Road/Palisades Drive

Cycle (sec): 120 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.1
Optimal Cycle:OPTIMIZED Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 0	0	0	1	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	68	976	0		0	750	411		220	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:	68	976	0		0	750	411		220	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:	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:	72	1027	0		0	789	433		232	0	76		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	1027	0		0	789	433		232	0	76		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	72	1027	0		0	789	433		232	0	76		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	1.00	0.85		0.95	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1900	1615		1805	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.54	0.00		0.00	0.42	0.27		0.13	0.00	0.05		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.06	0.73	0.00		0.00	0.66	0.66		0.17	0.00	0.17		0.00	0.00	0.00	
Volume/Cap:	0.63	0.74	0.00		0.00	0.63	0.40		0.74	0.00	0.27		0.00	0.00	0.00	
Uniform Del:	54.8	9.7	0.0		0.0	11.6	9.3		47.1	0.0	43.1		0.0	0.0	0.0	
IncremntDel:	10.4	2.2	0.0		0.0	1.0	0.3		9.3	0.0	0.5		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	65.2	11.9	0.0		0.0	12.6	9.5		56.4	0.0	43.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	65.2	11.9	0.0		0.0	12.6	9.5		56.4	0.0	43.6		0.0	0.0	0.0	
DesignQueue:	5	22	0		0	20	10		13	0	4		0	0	0	

Default Scenario Wed May 21, 2003 13:42:16 Page 11-1

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

Intersection #9 Brockway Road/Martis Valley Road

Average Delay (sec/veh): 979.0 Worst Case Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	0	1 0	0	0	1!	0 0	0	1	0	0 1	0	0	0	0 1
Volume Module:																
Base Vol:	206	935	0		16	638	168		95	0	83		0	0	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	206	935	0		16	638	168		95	0	83		0	0	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	217	984	0		17	672	177		100	0	87		0	0	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	217	984	0		17	672	177		100	0	87		0	0	15	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	xxxx	6.2		xxxxx	xxxx	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	xxxx	3.3		xxxxx	xxxx	3.3	
Capacity Module:																
Cnflict Vol:	848	xxxx	xxxxx		984	xxxx	xxxxx		2219	xxxx	760		xxxx	xxxx	984	
Potent Cap.:	798	xxxx	xxxxx		710	xxxx	xxxxx		32	xxxx	409		xxxx	xxxx	304	
Move Cap.:	798	xxxx	xxxxx		710	xxxx	xxxxx		23	xxxx	409		xxxx	xxxx	304	
Level Of Service Module:																
Stopped Del:	11.2	xxxx	xxxxx		10.1	xxxx	xxxxx		xxxxx	xxxx	16.2		xxxxx	xxxx	17.4	
LOS by Move:	B	*	*		B	*	*		*	*	C		*	*	C	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		23	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		1820	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		F	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				979.0				17.4			
ApproachLOS:	*				*				F				C			

Default Scenario Wed May 21, 2003 13:42:16 Page 12-1

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

Intersection #10 SR 267/Brockway Road/Joerger Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 1.961
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 351.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	0	1	0	1 0	0	1	0	0 1!	0	0
Volume Module:																
Base Vol:	1108	971	14		44	1133	28		71	5	645		10	5	35	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1108	971	14		44	1133	28		71	5	645		10	5	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	1166	1022	15		46	1193	29		75	5	679		11	5	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1166	1022	15		46	1193	29		75	5	679		11	5	37	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1166	1022	15		46	1193	29		75	5	679		11	5	37	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		0.95	1.00	0.85		0.96	0.96	0.85		0.90	0.90	0.90	
Lanes:	1.00	0.99	0.01		1.00	1.00	1.00		0.94	0.06	1.00		0.21	0.09	0.70	
Final Sat.:	1805	1869	27		1805	1900	1615		1701	113	1615		354	161	1190	
Capacity Analysis Module:																
Vol/Sat:	0.65	0.55	0.55		0.03	0.63	0.02		0.04	0.04	0.42		0.03	0.03	0.03	
Crit Moves:	****					****					****	****				
Green/Cycle:	0.33	0.62	0.62		0.03	0.32	0.32		0.21	0.21	0.21		0.02	0.02	0.02	
Volume/Cap:	1.96	0.88	0.88		0.88	1.96	0.06		0.21	0.21	1.96		1.96	1.96	1.96	
Uniform Del:	33.5	15.9	15.9		48.4	34.0	23.5		32.3	32.3	39.3		49.2	49.2	49.2	
IncremntDel:	438.4	8.0	8.0		81.8	438	0.0		0.3	0.3	442.7		540.9	541	540.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	471.9	23.8	23.8		130.1	472	23.6		32.5	32.5	482.0		590.1	590	590.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	471.9	23.8	23.8		130.1	472	23.6		32.5	32.5	482.0		590.1	590	590.1	
DesignQueue:	52	25	0		2	54	1		3	0	33		1	0	2	

Default Scenario Wed May 21, 2003 13:42:16 Page 13-1

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

Intersection #11 SR 267/Airport Road/Schaffer Mill Road

Cycle (sec): 180 Critical Vol./Cap. (X): 1.715
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 289.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	0	1	0	1 0	0	1	0	1 0	0	1
Volume Module:																
Base Vol:	56	1015	82		434	1038	316		447	43	113		77	76	631	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	56	1015	82		434	1038	316		447	43	113		77	76	631	
User Adj:	1.00	1.00	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:	59	1068	86		457	1093	333		471	45	119		81	80	664	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	59	1068	86		457	1093	333		471	45	119		81	80	664	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	59	1068	86		457	1093	333		471	45	119		81	80	664	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.99	0.99		0.95	1.00	0.85		0.96	0.96	0.85		0.98	0.98	0.85	
Lanes:	1.00	0.93	0.07		1.00	1.00	1.00		0.91	0.09	1.00		0.50	0.50	1.00	
Final Sat.:	1805	1739	140		1805	1900	1615		1658	158	1615		932	920	1615	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.61	0.61		0.25	0.58	0.21		0.28	0.28	0.07		0.09	0.09	0.41	
Crit Moves:		****			****					****					****	
Green/Cycle:	0.03	0.36	0.36		0.15	0.48	0.48		0.17	0.17	0.17		0.24	0.24	0.24	
Volume/Cap:	1.20	1.71	1.71		1.71	1.20	0.43		1.71	1.71	0.44		0.36	0.36	1.71	
Uniform Del:	87.6	57.8	57.8		76.7	46.9	30.8		75.1	75.1	67.6		57.0	57.0	68.4	
IncremntDel:	193.5	328	328.0		337.2	102	0.4		335.5	336	1.2		0.5	0.5	332.5	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	281.0	386	385.8		413.9	148	31.2		410.6	411	68.8		57.5	57.5	401.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	281.0	386	385.8		413.9	148	31.2		410.6	411	68.8		57.5	57.5	401.0	
DesignQueue:	6	82	7		42	67	18		42	4	10		6	6	56	

Default Scenario Wed May 21, 2003 13:42:16 Page 14-1

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

Intersection #12 SR 267/Northstar Drive

Cycle (sec): 155 Critical Vol./Cap. (X): 1.227
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 115.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	152	450	14	12	876	340	878	24	353	2	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	450	14	12	876	340	878	24	353	2	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	160	474	15	13	922	358	924	25	372	2	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	474	15	13	922	358	924	25	372	2	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	160	474	15	13	922	358	924	25	372	2	1	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.85	0.95	0.95	0.85	0.93	0.93	0.93
Lanes:	1.00	1.94	0.06	1.00	1.00	1.00	0.97	0.03	1.00	0.40	0.20	0.40
Final Sat.:	1805	3482	110	1805	1900	1615	1765	48	1615	705	352	705
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.01	0.49	0.22	0.52	0.52	0.23	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.44	0.44	0.02	0.40	0.40	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	1.23	0.31	0.31	0.31	1.23	0.56	1.23	1.23	0.54	1.23	1.23	1.23
Uniform Del:	71.9	27.7	27.7	74.4	46.8	36.4	44.4	44.4	33.1	77.3	77.3	77.3
IncremntDel:	152.2	0.1	0.1	4.1	114	1.1	113.5	113	0.9	547.5	548	547.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	224.1	27.8	27.8	78.5	161	37.5	157.9	158	34.0	624.9	625	624.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	224.1	27.8	27.8	78.5	161	37.5	157.9	158	34.0	624.9	625	624.9
DesignQueue:	13	23	1	1	55	20	53	1	19	0	0	0

Default Scenario Wed May 21, 2003 13:42:16 Page 15-1

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

Intersection #13 SR 28/SR 267

Cycle (sec): 135 Critical Vol./Cap. (X): 1.224
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 114.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	1	0	1	525	2	479	359	842	1	1	946	653
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	525	2	479	359	842	1	1	946	653
User Adj:	1.00	1.00	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:	1	0	1	553	2	504	378	886	1	1	996	687
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	553	2	504	378	886	1	1	996	687
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	0	1	553	2	504	378	886	1	1	996	687
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.86	0.71	0.71	0.85	0.95	0.95	0.95	0.95	0.89	0.89
Lanes:	0.50	0.00	0.50	0.99	0.01	1.00	1.00	1.99	0.01	1.00	1.18	0.82
Final Sat.:	816	0	816	1350	5	1615	1805	3606	4	1805	2006	1384
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.41	0.41	0.31	0.21	0.25	0.25	0.00	0.50	0.50
Crit Moves:					****		****				****	
Green/Cycle:	0.33	0.00	0.33	0.33	0.33	0.33	0.17	0.58	0.58	0.00	0.41	0.41
Volume/Cap:	0.00	0.00	0.00	1.22	1.22	0.93	1.22	0.43	0.43	0.43	1.22	1.22
Uniform Del:	29.9	0.0	29.9	44.9	44.9	43.4	56.0	16.1	16.1	67.4	40.1	40.1
IncremntDel:	0.0	0.0	0.0	119.3	119	23.3	126.4	0.1	0.1	92.8	108	107.7
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.9	0.0	29.9	164.2	164	66.7	182.4	16.3	16.3	160.1	148	147.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	0.0	29.9	164.2	164	66.7	182.4	16.3	16.3	160.1	148	147.8
DesignQueue:	0	0	0	30	0	27	25	30	0	0	50	35

Proposed Land Use Diagram - LOS Calculations - Winter

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

Intersection #14 SR 89/Donner Pass Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.3
Optimal Cycle: 91 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	1 0		0 1 0	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	286	75	122	11	307	18	108	150	527	89	308	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	75	122	11	307	18	108	150	527	89	308	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	301	79	128	12	323	19	114	158	555	94	324	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	79	128	12	323	19	114	158	555	94	324	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	301	79	128	12	323	19	114	158	555	94	324	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.86	0.86	0.94	0.94	0.94	0.95	0.95	0.81	0.95	0.95	0.95
Lanes:	1.00	0.38	0.62	0.07	1.82	0.11	1.00	1.00	1.00	1.00	1.93	0.07
Final Sat.:	1715	625	1012	121	3261	192	1805	1805	1534	1805	3474	118
Capacity Analysis Module:												
Vol/Sat:	0.18	0.13	0.13	0.10	0.10	0.10	0.06	0.09	0.36	0.05	0.09	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.21	0.21	0.21	0.12	0.12	0.12	0.20	0.44	0.44	0.06	0.30	0.30
Volume/Cap:	0.82	0.59	0.59	0.82	0.82	0.82	0.31	0.20	0.82	0.82	0.31	0.31
Uniform Del:	37.4	35.3	35.3	42.9	42.9	42.9	33.8	17.1	24.4	46.3	26.9	26.9
IncremntDel:	8.5	1.1	1.1	11.8	11.8	11.8	0.5	0.0	6.2	35.3	0.2	0.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.9	36.4	36.4	54.6	54.6	54.6	34.3	17.1	30.7	81.6	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	36.4	36.4	54.6	54.6	54.6	34.3	17.1	30.7	81.6	27.1	27.1
DesignQueue:	14	4	6	1	16	1	5	5	19	5	13	0

Default Scenario Wed May 21, 2003 13:47:06 Page 1-1

Scenario Report

Scenario:	Default Scenario
Command:	Default Command
Volume:	Proposed Rev
Geometry:	Proposed Rev
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Default Scenario Wed May 21, 2003 13:47:10 Page 2-1

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 SR 267 Bypass/I-80 WB	F	112.4	1.182	F	112.4	1.182	+ 0.000 D/V
# 2 SR 267 Bypass/I-80 EB	F	125.6	1.312	F	125.6	1.312	+ 0.000 D/V
# 3 I-80 WB/DPR	B	12.4	0.000	B	12.4	0.000	+ 0.000 V/C
# 4 I-80 EB/DPR	F	419.2	0.000	F	419.2	0.000	+ 0.000 V/C
# 5 DPR/Glenshire Drive	F	671.0	0.000	F	671.0	0.000	+ 0.000 V/C
# 6 DPR/Bridge Street	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C
# 7 Bridge Street West River St	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C
# 8 Brockway Road/Palisades Drive	B	20.0	0.869	B	20.0	0.869	+ 0.000 D/V
# 9 Brockway Road/Martis Valley Ro	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C
# 10 SR 267/Brockway Road/Joerger D	F	396.9	1.993	F	396.9	1.993	+ 0.000 D/V
# 11 SR 267/Airport Road/Schaffer M	F	389.2	2.094	F	389.2	2.094	+ 0.000 D/V
# 12 SR 267/Northstar Drive	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C
# 13 SR 28/SR 267	E	57.1	1.069	E	57.1	1.069	+ 0.000 D/V
# 14 SR 89/Donner Pass Road	E	74.0	1.066	E	74.0	1.066	+ 0.000 D/V

Default Scenario Wed May 21, 2003 13:47:10 Page 3-1

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

Intersection #1 SR 267 Bypass/I-80 WB

Cycle (sec): 100 Critical Vol./Cap. (X): 1.182
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 112.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 0	0	0	1	0 1	0	0	0	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	709	327	0		0	569	10		0	0	0		489	0	478	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	709	327	0		0	569	10		0	0	0		489	0	478	
User Adj:	1.00	1.00	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:	746	344	0		0	599	11		0	0	0		515	0	503	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	746	344	0		0	599	11		0	0	0		515	0	503	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	746	344	0		0	599	11		0	0	0		515	0	503	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	1.00	0.85		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	1805	1900	0		0	1900	1615		0	0	0		1809	0	1615	
Capacity Analysis Module:																
Vol/Sat:	0.41	0.18	0.00		0.00	0.32	0.01		0.00	0.00	0.00		0.28	0.00	0.31	
Crit Moves:	****					****									****	
Green/Cycle:	0.35	0.62	0.00		0.00	0.27	0.27		0.00	0.00	0.00		0.26	0.00	0.26	
Volume/Cap:	1.18	0.29	0.00		0.00	1.18	0.03		0.00	0.00	0.00		1.08	0.00	1.18	
Uniform Del:	32.5	9.0	0.0		0.0	36.7	27.1		0.0	0.0	0.0		36.8	0.0	36.8	
IncremntDel:	97.4	0.1	0.0		0.0	101	0.0		0.0	0.0	0.0		64.6	0.0	103.5	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	129.9	9.1	0.0		0.0	137	27.1		0.0	0.0	0.0		101.4	0.0	140.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	129.9	9.1	0.0		0.0	137	27.1		0.0	0.0	0.0		101.4	0.0	140.4	
DesignQueue:	30	8	0		0	27	0		0	0	0		23	0	22	

Default Scenario Wed May 21, 2003 13:47:10 Page 4-1

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

Intersection #2 SR 267 Bypass/I-80 EB

Cycle (sec): 100 Critical Vol./Cap. (X): 1.312
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 125.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 1	1	0	1	0 0	0	1	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	1036	433		381	677	0		0	0	550		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1036	433		381	677	0		0	0	550		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:	0	1091	456		401	713	0		0	0	579		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1091	456		401	713	0		0	0	579		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1091	456		401	713	0		0	0	579		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.00	1.00	0.85		0.95	1.00	1.00		1.00	1.00	0.85		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	1900	1615		1805	1900	0		0	1900	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.57	0.28		0.22	0.38	0.00		0.00	0.00	0.36		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.44	0.44		0.17	0.61	0.00		0.00	0.00	0.27		0.00	0.00	0.00	
Volume/Cap:	0.00	1.31	0.65		1.31	0.62	0.00		0.00	0.00	1.31		0.00	0.00	0.00	
Uniform Del:	0.0	28.1	22.0		41.5	12.4	0.0		0.0	0.0	36.3		0.0	0.0	0.0	
IncremntDel:	0.0	149	2.1		162.0	1.0	0.0		0.0	0.0	156.0		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	177	24.1		203.6	13.4	0.0		0.0	0.0	192.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	177	24.1		203.6	13.4	0.0		0.0	0.0	192.4		0.0	0.0	0.0	
DesignQueue:	0	40	15		20	17	0		0	0	25		0	0	0	

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Default Scenario          Wed May 21, 2003 13:47:10                Page 5-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 I-80 WB/DPR
*******************************************************************************
Average Delay (sec/veh):      12.4           Worst Case Level Of Service:       B
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        1  0  1  0  0    0  0  1  0  1    0  0  0  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     221  959     0     0  578   348     0    0     0     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  221  959     0     0  578   348     0    0     0     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:   233 1009     0     0  608   366     0    0     0     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:   233 1009     0     0  608   366     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  975 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  716 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    716 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 12.4 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 xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:       *                *                *                *
```



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Default Scenario          Wed May 21, 2003 13:47:10                Page 6-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 I-80 EB/DPR
*******************************************************************************
Average Delay (sec/veh):     419.2           Worst Case Level Of Service:       F
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  0  0    0  0  1  0  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  820     0     0  526     0   360    0   283     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  820     0     0  526     0   360    0   283     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:     0  863     0     0  554     0   379    0   298     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0  863     0     0  554     0   379    0   298     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  1417 xxxx   554  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx   153 xxxx   536  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   153 xxxx   536  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 733.3 xxxx  19.8 xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     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
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            419.2           xxxxxx
ApproachLOS:       *                *                 F                *
```

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Default Scenario          Wed May 21, 2003 13:47:10                Page 7-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 DPR/Glenshire Drive
*******************************************************************************
Average Delay (sec/veh):    671.0          Worst Case Level Of Service:      F
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  0  1  0    1  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     268    0   323     0    0    0     0  519   367  263  392    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:  268    0   323     0    0    0     0  519   367  263  392    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:   282    0   340     0    0    0     0  546   386  277  413    0
Reduct Vol:     0    0     0     0    0    0     0    0     0    0    0    0
Final Vol.:   282    0   340     0    0    0     0  546   386  277  413    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4 xxxx   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1706 xxxx   739  xxxx xxxx xxxxx  xxxx xxxx xxxxx   933 xxxx xxxxx
Potent Cap.:  102 xxxx   420  xxxx xxxx xxxxx  xxxx xxxx xxxxx   742 xxxx xxxxx
Move Cap.:     72 xxxx   420  xxxx xxxx xxxxx  xxxx xxxx xxxxx   742 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 1430 xxxx  41.0 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  12.7 xxxx xxxxx
LOS by Move:   F    *     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
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *    *     *    *    *     *    *    *
ApproachDel:     671.0           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:       F                 *                *                *
```



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Default Scenario          Wed May 21, 2003 13:47:10                Page 8-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #6 DPR/Bridge Street
*******************************************************************************
Average Delay (sec/veh): OVERFLOW          Worst Case Level Of Service:      F
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  1    0  0  1! 0  0    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     174  450  575     9  284   26    47  458  144  682  445   10
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  174  450  575     9  284   26    47  458  144  682  445   10
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:  183  474  605     9  299   27    49  482  152  718  468   11
Reduct Vol:    0    0    0     0    0    0     0    0    0    0    0    0
Final Vol.:  183  474  605     9  299   27    49  482  152  718  468   11
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5  6.2   7.1  6.5  6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0  3.3   3.5  4.0  3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2654 2496  482  3101 2637  468   479 xxxx xxxxx   634 xxxx xxxxx
Potent Cap.:   15   29  588     7   24  599  1094 xxxx xxxxx   959 xxxx xxxxx
Move Cap.:      0    7  588     0    6  599  1094 xxxx xxxxx   959 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx  71.2 xxxxx xxxx xxxxx   8.4 xxxx xxxxx  19.0 xxxx xxxxx
LOS by Move:    *    *    F     *    *    *     A    *    *     C    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:    0 xxxx xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:       F                 F                *                *
```

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Default Scenario          Wed May 21, 2003 13:47:10                Page 9-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #7 Bridge Street West River St
*******************************************************************************
Average Delay (sec/veh): OVERFLOW          Worst Case Level Of Service:      F
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:        1  0  0  1  0    1  0  0  1  0    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     450  938   19    58  815  237   217   17  518    26   15   44
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  450  938   19    58  815  237   217   17  518    26   15   44
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:   474  987   20    61  858  249   228   18  545    27   16   46
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   474  987   20    61  858  249   228   18  545    27   16   46
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1107 xxxx xxxxx  1007 xxxx xxxxx  3081 3059   983  3331 3174   997
Potent Cap.:  638 xxxx xxxxx   696 xxxx xxxxx     7   13   305     5   11   299
Move Cap.:    638 xxxx xxxxx   696 xxxx xxxxx     0    3   305     0    2   299
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 25.1 xxxx xxxxx  10.7 xxxx xxxxx xxxxx xxxx 397.2 xxxxx xxxx xxxxx
LOS by Move:   D    *     *     B    *     *     *    *     F     *    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx  xxxx    0 xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            xxxxxx            xxxxxx            xxxxxx
ApproachLOS:       *                 *                 F                 F
```



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Default Scenario          Wed May 21, 2003 13:47:10                Page 10-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #8 Brockway Road/Palisades Drive
*******************************************************************************
Cycle (sec):          80                Critical Vol./Cap. (X):          0.869
Loss Time (sec):      12 (Y+R =  4 sec) Average Delay (sec/veh):          20.0
Optimal Cycle:        87                Level Of Service:                     B
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Split Phase      Split Phase
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  1  0  0    0  0  1  0  1    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      68 1047    0     0  826  394   273    0   76     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:   68 1047    0     0  826  394   273    0   76     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:    72 1102    0     0  869  415   287    0   80     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   72 1102    0     0  869  415   287    0   80     0    0    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    72 1102    0     0  869  415   287    0   80     0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.95 1.00 1.00  1.00 1.00 0.85  0.95 1.00 0.85  1.00 1.00 1.00
Lanes:       1.00 1.00 0.00  0.00 1.00 1.00  1.00 0.00 1.00  0.00 0.00 0.00
Final Sat.:  1805 1900    0     0 1900 1615  1805    0 1615     0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.58 0.00  0.00 0.46 0.26  0.16 0.00 0.05  0.00 0.00 0.00
Crit Moves:       ****       ****            ****
Green/Cycle: 0.05 0.67 0.00  0.00 0.61 0.61  0.18 0.00 0.18  0.00 0.00 0.00
Volume/Cap:  0.75 0.87 0.00  0.00 0.75 0.42  0.87 0.00 0.27  0.00 0.00 0.00
Uniform Del: 37.3 10.6  0.0   0.0 11.0  8.0  31.8  0.0 28.1   0.0  0.0  0.0
IncremntDel: 26.7  6.7  0.0   0.0  2.7  0.3  21.1  0.0  0.5   0.0  0.0  0.0
Delay Adj:   1.00 1.00 0.00  0.00 1.00 1.00  1.00 0.00 1.00  0.00 0.00 0.00
Delay/Veh:   64.0 17.3  0.0   0.0 13.7  8.3  52.9  0.0 28.6   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  64.0 17.3  0.0   0.0 13.7  8.3  52.9  0.0 28.6   0.0  0.0  0.0
DesignQueue:    3   19    0     0   17    8   11    0    3     0    0    0
*******************************************************************************
```

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Default Scenario          Wed May 21, 2003 13:47:10                Page 11-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #9 Brockway Road/Martis Valley Road
*******************************************************************************
Average Delay (sec/veh):   1131.3           Worst Case Level Of Service:       F
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        1  0  0  1  0    0  0  1! 0  0    0  1  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     277  873     0   16  608   155  114     0  154     0    0   14
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  277  873     0   16  608   155  114     0  154     0    0   14
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     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:   292  919     0   17  640   163  120     0  162     0    0   15
Reduct Vol:     0    0     0    0    0     0    0     0    0     0    0    0
Final Vol.:   292  919     0   17  640   163  120     0  162     0    0   15
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1 xxxx   6.2 xxxxx xxxx   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  803 xxxx xxxxx   919 xxxx xxxxx  2265 xxxx   722  xxxx xxxx   919
Potent Cap.:  830 xxxx xxxxx   751 xxxx xxxxx    29 xxxx   430  xxxx xxxx   332
Move Cap.:    830 xxxx xxxxx   751 xxxx xxxxx    20 xxxx   430  xxxx xxxx   332
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 11.7 xxxx xxxxx   9.8 xxxx xxxxx xxxxx xxxx  18.3 xxxxx xxxx  16.4
LOS by Move:   B    *     *     A    *     *     *    *     C     *    *     C
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx    20 xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  2635 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     F    *     *     *    *     *
ApproachDel:    xxxxxx            xxxxxx            1131.3            16.4
ApproachLOS:       *                 *                 F                 C
```



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Default Scenario          Wed May 21, 2003 13:47:10                Page 12-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #10 SR 267/Brockway Road/Joerger Drive
*******************************************************************************
Cycle (sec):        180                Critical Vol./Cap. (X):          1.993
Loss Time (sec):     12 (Y+R =  4 sec) Average Delay (sec/veh):        396.9
Optimal Cycle:      180                Level Of Service:                    F
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Lanes:        1  0  0  1  0    1  0  1  0  1    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1069 1338    14   55 1053   119   96    5  956    10    5   35
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 1069 1338    14   55 1053   119   96    5  956    10    5   35
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:  1125 1408    15   58 1108   125  101    5 1006    11    5   37
Reduct Vol:     0    0     0    0    0     0    0    0    0     0    0    0
Reduced Vol: 1125 1408    15   58 1108   125  101    5 1006    11    5   37
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:  1125 1408    15   58 1108   125  101    5 1006    11    5   37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900 1900  1900 1900 1900
Adjustment:  0.95 1.00  1.00 0.95 1.00  0.85 0.96 0.96 0.85  0.90 0.90 0.90
Lanes:       1.00 0.99  0.01 1.00 1.00  1.00 0.95 0.05 1.00  0.21 0.09 0.70
Final Sat.:  1805 1876    20 1805 1900  1615 1729   86 1615   354  161 1190
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.62 0.75  0.75 0.03 0.58  0.08 0.06 0.06 0.62  0.03 0.03  0.03
Crit Moves:  ****                 ****                      ****  ****
Green/Cycle: 0.31 0.58  0.58 0.02 0.29  0.29 0.31 0.31 0.31  0.02 0.02  0.02
Volume/Cap:  1.99 1.29  1.29 1.29 1.99  0.26 0.19 0.19 1.99  1.99 1.99  1.99
Uniform Del: 61.9 37.8  37.8 87.8 63.7  48.8 45.2 45.2 61.9  88.6 88.6  88.6
IncremntDel:453.3  139 138.7 232.4  453   0.3  0.2  0.2 454.0 556.2  556 556.2
Delay Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00  1.00
Delay/Veh:  515.2  176 176.5 320.1  517  49.1 45.3 45.3 515.9 644.8  645 644.8
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00  1.00 1.00  1.00
AdjDel/Veh: 515.2  176 176.5 320.1  517  49.1 45.3 45.3 515.9 644.8  645 644.8
DesignQueue:   92   74     1    6   93     9    7    0   80     1    0    4
*******************************************************************************
```

Default Scenario Wed May 21, 2003 13:47:10 Page 13-1

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

Intersection #11 SR 267/Airport Road/Schaffer Mill Road

Cycle (sec): 100 Critical Vol./Cap. (X): 2.094
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 389.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1 0	1	0	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	72	1281	139		391	1232	396		509	45	104		158	91	631	
Growth Adj:	1.00	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	1281	139		391	1232	396		509	45	104		158	91	631	
User Adj:	1.00	1.00	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	1348	146		412	1297	417		536	47	109		166	96	664	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	76	1348	146		412	1297	417		536	47	109		166	96	664	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	76	1348	146		412	1297	417		536	47	109		166	96	664	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.99	0.99		0.95	1.00	0.85		0.96	0.96	0.85		0.97	0.97	0.85	
Lanes:	1.00	0.90	0.10		1.00	1.00	1.00		0.92	0.08	1.00		0.63	0.37	1.00	
Final Sat.:	1805	1689	183		1805	1900	1615		1670	146	1615		1166	675	1615	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.80	0.80		0.23	0.68	0.26		0.32	0.32	0.07		0.14	0.14	0.41	
Crit Moves:		****			****					****					****	
Green/Cycle:	0.03	0.38	0.38		0.11	0.46	0.46		0.15	0.15	0.15		0.20	0.20	0.20	
Volume/Cap:	1.48	2.09	2.09		2.09	1.48	0.56		2.09	2.09	0.44		0.72	0.72	2.09	
Uniform Del:	48.6	30.9	30.9		44.5	26.9	19.5		42.3	42.3	38.4		37.6	37.6	40.2	
IncremntDel:	294.3	497	496.9		509.1	221	1.0		504.2	504	1.3		7.1	7.1	502.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	342.8	528	527.9		553.6	248	20.5		546.5	547	39.7		44.8	44.8	543.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	342.8	528	527.9		553.6	248	20.5		546.5	547	39.7		44.8	44.8	543.0	
DesignQueue:	4	59	6		22	47	13		27	2	5		8	4	33	

Default Scenario Wed May 21, 2003 13:47:10 Page 14-1

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

Intersection #12 SR 267/Northstar Drive

Average Delay (sec/veh): 1368.5 Worst Case Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	1 0	1	0	1	0 1	0	1	0	0 1	0	1	0	0 0
Volume Module:																
Base Vol:	177	1112	11		6	1004	381		320	23	194		2	1	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	177	1112	11		6	1004	381		320	23	194		2	1	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	186	1171	12		6	1057	401		337	24	204		2	1	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	186	1171	12		6	1057	401		337	24	204		2	1	0	
Critical Gap Module:																
Critical Gp:	7.1	6.5	6.2		7.1	6.5	6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	1432	703	24		1396	907	1		1	xxxx	xxxxx		228	xxxx	xxxxx	
Potent Cap.:	113	364	1058		120	278	1089		1635	xxxx	xxxxx		1352	xxxx	xxxxx	
Move Cap.:	0	272	1058		0	207	1089		1635	xxxx	xxxxx		1352	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	0.0	562	xxxxx		0.0	1892	10.2		7.2	xxxx	xxxxx		7.7	xxxx	xxxxx	
LOS by Move:	*	F	*		*	F	B		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	276		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	566.0		xxxxx	xxxx	xxxxx		7.8	xxxx	xxxxx		7.7	xxxx	xxxxx	
Shared LOS:	*	*	F		*	*	*		A	*	*		A	*	*	
ApproachDel:	487.1				1368.5				xxxxxx				xxxxxx			
ApproachLOS:	F				F				*				*			

Default Scenario Wed May 21, 2003 13:47:10 Page 15-1

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

Intersection #13 SR 28/SR 267

Cycle (sec): 110 Critical Vol./Cap. (X): 1.069
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 57.1
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	1	0	2	428	1	422	314	825	1	2	610	634				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1	0	2	428	1	422	314	825	1	2	610	634				
User Adj:	1.00	1.00	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:	1	0	2	451	1	444	331	868	1	2	642	667				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1	0	2	451	1	444	331	868	1	2	642	667				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	1	0	2	451	1	444	331	868	1	2	642	667				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.86	1.00	0.86	0.71	0.71	0.85	0.95	0.95	0.95	0.95	0.95	0.81				
Lanes:	0.33	0.00	0.67	0.99	0.01	1.00	1.00	1.99	0.01	1.00	1.00	1.00				
Final Sat.:	542	0	1085	1350	3	1615	1805	3606	4	1805	1805	1534				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.33	0.33	0.27	0.18	0.24	0.24	0.00	0.36	0.43				
Crit Moves:					****		****					****				
Green/Cycle:	0.31	0.00	0.31	0.31	0.31	0.31	0.17	0.58	0.58	0.00	0.41	0.41				
Volume/Cap:	0.01	0.00	0.01	1.07	1.07	0.88	1.07	0.42	0.42	0.42	0.87	1.07				
Uniform Del:	26.0	0.0	26.0	37.8	37.8	35.8	45.6	13.0	13.0	54.8	30.0	32.6				
IncremntDel:	0.0	0.0	0.0	63.3	63.3	16.2	70.6	0.1	0.1	50.0	6.0	46.3				
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Delay/Veh:	26.0	0.0	26.0	101.1	101	52.0	116.1	13.2	13.2	104.7	36.1	78.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	26.0	0.0	26.0	101.1	101	52.0	116.1	13.2	13.2	104.7	36.1	78.9				
DesignQueue:	0	0	0	20	0	20	18	24	0	0	26	27				

Default Scenario Wed May 21, 2003 13:47:10 Page 16-1

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

Intersection #14 SR 89/Donner Pass Road

Cycle (sec): 100 Critical Vol./Cap. (X): 1.066
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 74.0
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	572	48	43	10	198	180	91	192	544	85	393	10				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	572	48	43	10	198	180	91	192	544	85	393	10				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	602	51	45	11	208	189	96	202	573	89	414	11				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	602	51	45	11	208	189	96	202	573	89	414	11				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	602	51	45	11	208	189	96	202	573	89	414	11				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.90	0.88	0.88	0.88	0.88	0.88	0.95	0.95	0.81	0.95	0.95	0.95				
Lanes:	1.00	0.53	0.47	0.05	1.02	0.93	1.00	1.00	1.00	1.00	1.95	0.05				
Final Sat.:	1715	892	787	91	1712	1555	1805	1805	1534	1805	3502	93				
Capacity Analysis Module:																
Vol/Sat:	0.35	0.06	0.06	0.12	0.12	0.12	0.05	0.11	0.37	0.05	0.12	0.12				
Crit Moves:	****				****				****	****						
Green/Cycle:	0.33	0.33	0.33	0.11	0.11	0.11	0.12	0.35	0.35	0.05	0.27	0.27				
Volume/Cap:	1.07	0.17	0.17	1.07	1.07	1.07	0.43	0.32	1.07	1.07	0.43	0.43				
Uniform Del:	33.5	23.9	23.9	44.3	44.3	44.3	40.6	23.8	32.5	47.7	29.9	29.9				
IncremntDel:	54.1	0.0	0.0	64.6	64.6	64.6	1.3	0.1	52.3	117.6	0.3	0.3				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Delay/Veh:	87.6	23.9	23.9	108.9	109	108.9	42.0	23.8	84.8	165.3	30.2	30.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	87.6	23.9	23.9	108.9	109	108.9	42.0	23.8	84.8	165.3	30.2	30.2				
DesignQueue:	24	2	2	1	11	10	5	8	22	5	17	0				

Scenario Report

Scenario:	Default Scenario
Command:	Default Command
Volume:	Revised Proposed
Geometry:	Revised Proposed
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 SR 267 Bypass/I-80 WB	D	40.1	0.906	D	40.1	0.906	+ 0.000 D/V
# 2 SR 267 Bypass/I-80 EB	B	17.6	0.751	B	17.6	0.751	+ 0.000 D/V
# 3 I-80 WB/DPR	B	10.3	0.000	B	10.3	0.000	+ 0.000 V/C
# 4 I-80 EB/DPR	F	80.7	0.000	F	80.7	0.000	+ 0.000 V/C
# 5 DPR/Glenshire Drive	F	244.3	0.000	F	244.3	0.000	+ 0.000 V/C
# 6 DPR/Bridge Street	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C
# 7 Bridge Street West River St	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C
# 8 Brockway Road/Palisades Drive	B	19.0	0.746	B	19.0	0.746	+ 0.000 D/V
# 9 Brockway Road/Martis Valley Ro	F	924.0	0.000	F	924.0	0.000	+ 0.000 V/C
# 10 SR 267/Brockway Road/Joerger D	F	344.6	1.933	F	344.6	1.933	+ 0.000 D/V
# 11 SR 267/Airport Road/Schaffer M	F	276.9	1.674	F	276.9	1.674	+ 0.000 D/V
# 12 SR 267/Northstar Drive	F	80.6	1.102	F	80.6	1.102	+ 0.000 D/V
# 13 SR 28/SR 267	F	107.6	1.204	F	107.6	1.204	+ 0.000 D/V
# 14 SR 89/Donner Pass Road	D	38.3	0.820	D	38.3	0.820	+ 0.000 D/V

Default Scenario Wed May 21, 2003 13:48:07 Page 3-1

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

Intersection #1 SR 267 Bypass/I-80 WB

Cycle (sec): 95 Critical Vol./Cap. (X): 0.906
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 40.1
Optimal Cycle: 109 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:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 0	0	0	1	0 1	0	0	0	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	372	226		0	0	853		5	0		0	0	175		0	124
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	372	226		0	0	853		5	0		0	0	175		0	124
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95
PHF Volume:	392	238		0	0	898		5	0		0	0	184		0	131
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	392	238		0	0	898		5	0		0	0	184		0	131
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	392	238		0	0	898		5	0		0	0	184		0	131
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95	1.00		1.00	1.00	1.00		0.85	1.00		1.00	1.00	0.95		1.00	0.85
Lanes:	1.00	1.00		0.00	0.00	1.00		1.00	0.00		0.00	0.00	1.00		0.00	1.00
Final Sat.:	1805	1900		0	0	1900		1615	0		0	0	1809		0	1615
Capacity Analysis Module:																
Vol/Sat:	0.22	0.13		0.00	0.00	0.47		0.00	0.00		0.00	0.00	0.10		0.00	0.08
Crit Moves:	****					****							****			
Green/Cycle:	0.24	0.76		0.00	0.00	0.52		0.52	0.00		0.00	0.00	0.11		0.00	0.11
Volume/Cap:	0.91	0.16		0.00	0.00	0.91		0.01	0.00		0.00	0.00	0.91		0.00	0.72
Uniform Del:	35.1	3.1		0.0	0.0	20.6		10.9	0.0		0.0	0.0	41.7		0.0	40.7
IncremntDel:	22.3	0.1		0.0	0.0	11.7		0.0	0.0		0.0	0.0	38.1		0.0	13.3
Delay Adj:	1.00	1.00		0.00	0.00	1.00		1.00	0.00		0.00	0.00	1.00		0.00	1.00
Delay/Veh:	57.4	3.1		0.0	0.0	32.3		10.9	0.0		0.0	0.0	79.8		0.0	54.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	57.4	3.1		0.0	0.0	32.3		10.9	0.0		0.0	0.0	79.8		0.0	54.1
DesignQueue:	17	3		0	0	26		0	0		0	0	9		0	6

Default Scenario Wed May 21, 2003 13:48:08 Page 4-1

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

Intersection #2 SR 267 Bypass/I-80 EB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.751
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 1	1	0	1	0 0	0	1	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	810		341	57	921		0	0		0	231	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	810		341	57	921		0	0		0	231	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:	0	853		359	60	969		0	0		0	243	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	853		359	60	969		0	0		0	243	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	0	853		359	60	969		0	0		0	243	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	1.00	1.00		0.85	0.95	1.00		1.00	1.00		0.85	1.00	1.00		1.00	1.00
Lanes:	0.00	1.00		1.00	1.00	1.00		0.00	0.00		1.00	1.00	0.00		0.00	0.00
Final Sat.:	0	1900		1615	1805	1900		0	0		1900	1615	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.45		0.22	0.03	0.51		0.00	0.00		0.00	0.15	0.00		0.00	0.00
Crit Moves:	****					****						****				
Green/Cycle:	0.00	0.63		0.63	0.05	0.68		0.00	0.00		0.00	0.20	0.00		0.00	0.00
Volume/Cap:	0.00	0.71		0.35	0.71	0.75		0.00	0.00		0.00	0.75	0.00		0.00	0.00
Uniform Del:	0.0	12.2		8.7	47.0	10.5		0.0	0.0		0.0	37.6	0.0		0.0	0.0
IncremntDel:	0.0	2.0		0.2	24.3	2.5		0.0	0.0		0.0	9.4	0.0		0.0	0.0
Delay Adj:	0.00	1.00		1.00	1.00	1.00		0.00	0.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	0.0	14.2		8.9	71.3	13.0		0.0	0.0		0.0	47.0	0.0		0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	14.2		8.9	71.3	13.0		0.0	0.0		0.0	47.0	0.0		0.0	0.0
DesignQueue:	0	20		8	3	20		0	0		0	11	0		0	0

```
Default Scenario          Wed May 21, 2003 13:48:08                Page 5-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 I-80 WB/DPR
*******************************************************************************
Average Delay (sec/veh):     10.3          Worst Case Level Of Service:      B
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled     Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:       1  0  1  0  0    0  0  1  0  1    0  0  0  0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     254  230    0    0  270  341    0    0    0    0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  254  230    0    0  270  341    0    0    0    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:   267  242    0    0  284  359    0    0    0    0    0    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:   267  242    0    0  284  359    0    0    0    0    0    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  643 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  951 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    951 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 10.3 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 xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:       *                *                *                *
```



```
Default Scenario          Wed May 21, 2003 13:48:08                Page 6-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 I-80 EB/DPR
*******************************************************************************
Average Delay (sec/veh):     80.7          Worst Case Level Of Service:      F
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled     Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:       0  0  1  0  0    0  0  1  0  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  484    0    0  270    0  360    0   82    0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0  484    0    0  270    0  360    0   82    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:     0  509    0    0  284    0  379    0   86    0    0    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:     0  509    0    0  284    0  379    0   86    0    0    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  6.4 xxxx  6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  3.5 xxxx  3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  794 xxxx  284  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  360 xxxx  760  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  360 xxxx  760  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 96.7 xxxx 10.3 xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     *    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
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            80.7            xxxxxx
ApproachLOS:       *                *                F                *
```

Default Scenario Wed May 21, 2003 13:48:08 Page 7-1

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

Intersection #5 DPR/Glenshire Drive

Average Delay (sec/veh): 244.3 Worst Case Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	271		0		162		0		0		0		322		367		245		107	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	271		0		162		0		0		0		322		367		245		107	
User Adj:	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	
PHF Volume:	285		0		171		0		0		0		339		386		258		113	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0	
Final Vol.:	285		0		171		0		0		0		339		386		258		113	
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	1161	xxxx			532	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				725	xxxx	xxxxx			
Potent Cap.:	218	xxxx			551	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				887	xxxx	xxxxx			
Move Cap.:	169	xxxx			551	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				887	xxxx	xxxxx			
Level Of Service Module:																				
Stopped Del:	381.7	xxxx			14.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				10.7	xxxx	xxxxx			
LOS by Move:	F		*		B	*	*	*	*	*	*				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		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*		*		*	*		*			*		*			*		*		
ApproachDel:		244.3					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		F					*					*					*			

Proposed Land Use Diagram - LOS Calculations - Winter - All Connections

Default Scenario Wed May 21, 2003 13:48:08 Page 8-1

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

Intersection #6 DPR/Bridge Street

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	1	0	1	1	0	1	0	1
Volume Module:																				
Base Vol:	223	468		483		9	275		27		47	197		185		402	325		10	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	223	468		483		9	275		27		47	197		185		402	325		10	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	235	493		508		9	289		28		49	207		195		423	342		11	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Final Vol.:	235	493		508		9	289		28		49	207		195		423	342		11	
Critical Gap Module:																				
Critical Gp:	7.1	6.5		6.2		7.1	6.5		6.2		4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0		3.3		3.5	4.0		3.3		2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1659	1505		207		2093	1689		342		353	xxxx	xxxxx			402	xxxx	xxxxx		
Potent Cap.:	79	122		838		39	94		705		1217	xxxx	xxxxx			1168	xxxx	xxxxx		
Move Cap.:	0	75		838		0	58		705		1217	xxxx	xxxxx			1168	xxxx	xxxxx		
Level Of Service Module:																				
Stopped Del:	xxxxx	xxxx			15.7	xxxxx	xxxx	xxxxx			8.1	xxxx	xxxxx			9.8	xxxx	xxxxx		
LOS by Move:	*	*		C		*	*		*		A	*		*		A	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	0	xxxx	xxxxx			xxxx	0	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:		xxxxxx					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		F					F					*					*			

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Default Scenario Wed May 21, 2003 13:48:08 Page 9-1

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

Intersection #7 Bridge Street West River St

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	499	671	29	50	710	102	464	17	828	30	20	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	671	29	50	710	102	464	17	828	30	20	39
User Adj:	1.00	1.00	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:	525	706	31	53	747	107	488	18	872	32	21	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	525	706	31	53	747	107	488	18	872	32	21	41
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	855	xxxx	xxxxx	737	xxxx	xxxxx	2709	2694	801	3123	2732	722
Potent Cap.:	794	xxxx	xxxxx	878	xxxx	xxxxx	14	22	388	7	21	430
Move Cap.:	794	xxxx	xxxxx	878	xxxx	xxxxx	0	7	388	0	7	430
Level Of Service Module:												
Stopped Del:	17.9	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	592.5	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	A	*	*	*	*	F	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Default Scenario Wed May 21, 2003 13:48:08 Page 10-1

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

Intersection #8 Brockway Road/Palisades Drive

Cycle (sec): 120 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.0
Optimal Cycle:OPTIMIZED Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	67	959	0	0	732	437	240	0	75	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:	67	959	0	0	732	437	240	0	75	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:	71	1009	0	0	771	460	253	0	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1009	0	0	771	460	253	0	79	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	71	1009	0	0	771	460	253	0	79	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.53	0.00	0.00	0.41	0.28	0.14	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.06	0.71	0.00	0.00	0.65	0.65	0.19	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.63	0.75	0.00	0.00	0.63	0.44	0.75	0.00	0.26	0.00	0.00	0.00
Uniform Del:	54.8	10.6	0.0	0.0	12.4	10.3	46.0	0.0	41.6	0.0	0.0	0.0
IncremntDel:	10.5	2.3	0.0	0.0	1.0	0.3	8.7	0.0	0.5	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	65.3	12.9	0.0	0.0	13.4	10.6	54.8	0.0	42.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.3	12.9	0.0	0.0	13.4	10.6	54.8	0.0	42.1	0.0	0.0	0.0
DesignQueue:	4	23	0	0	20	11	14	0	4	0	0	0

Default Scenario Wed May 21, 2003 13:48:08 Page 11-1

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

Intersection #9 Brockway Road/Martis Valley Road

Average Delay (sec/veh): 924.0 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	196	916	0	16	624	167	96	0	72	0	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	916	0	16	624	167	96	0	72	0	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	206	964	0	17	657	176	101	0	76	0	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	206	964	0	17	657	176	101	0	76	0	0	15
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	833	xxxx	xxxxx	964	xxxx	xxxxx	2163	xxxx	745	xxxx	xxxx	964
Potent Cap.:	809	xxxx	xxxxx	722	xxxx	xxxxx	35	xxxx	417	xxxx	xxxx	312
Move Cap.:	809	xxxx	xxxxx	722	xxxx	xxxxx	26	xxxx	417	xxxx	xxxx	312
Level Of Service Module:												
Stopped Del:	11.0	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	15.5	xxxxx	xxxx	17.1
LOS by Move:	B	*	*	A	*	*	*	*	C	*	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	26	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1605	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			924.0			17.1		
ApproachLOS:	*			*			F			C		

Default Scenario Wed May 21, 2003 13:48:08 Page 12-1

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

Intersection #10 SR 267/Brockway Road/Joerger Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 1.933
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 344.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	1078	916	14	44	1152	29	73	5	618	10	5	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1078	916	14	44	1152	29	73	5	618	10	5	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1135	964	15	46	1213	31	77	5	651	11	5	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1135	964	15	46	1213	31	77	5	651	11	5	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1135	964	15	46	1213	31	77	5	651	11	5	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	0.85	0.96	0.96	0.85	0.90	0.90	0.90
Lanes:	1.00	0.98	0.02	1.00	1.00	1.00	0.94	0.06	1.00	0.21	0.09	0.70
Final Sat.:	1805	1867	29	1805	1900	1615	1704	111	1615	354	161	1190
Capacity Analysis Module:												
Vol/Sat:	0.63	0.52	0.52	0.03	0.64	0.02	0.05	0.05	0.40	0.03	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.33	0.62	0.62	0.03	0.33	0.33	0.21	0.21	0.21	0.02	0.02	0.02
Volume/Cap:	1.93	0.83	0.83	0.83	1.93	0.06	0.22	0.22	1.93	1.93	1.93	1.93
Uniform Del:	33.7	14.6	14.6	48.2	33.5	22.9	32.8	32.8	39.6	49.2	49.2	49.2
IncremntDel:	426.3	4.9	4.9	62.1	426	0.0	0.3	0.3	430.8	528.2	528	528.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	460.0	19.5	19.5	110.3	459	22.9	33.1	33.1	470.4	577.4	577	577.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	460.0	19.5	19.5	110.3	459	22.9	33.1	33.1	470.4	577.4	577	577.4
DesignQueue:	51	23	0	2	54	1	3	0	31	1	0	2

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

Intersection #11 SR 267/Airport Road/Schaffer Mill Road

Cycle (sec): 180 Critical Vol./Cap. (X): 1.674
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 276.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	42	818	81	446	935	399	559	45	97	71	91	631
Growth Adj:	1.00	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	818	81	446	935	399	559	45	97	71	91	631
User Adj:	1.00	1.00	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:	44	861	85	469	984	420	588	47	102	75	96	664
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	861	85	469	984	420	588	47	102	75	96	664
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	861	85	469	984	420	588	47	102	75	96	664
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.96	0.96	0.85	0.98	0.98	0.85
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	0.93	0.07	1.00	0.44	0.56	1.00
Final Sat.:	1805	1707	168	1805	1900	1615	1682	134	1615	816	1044	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.50	0.26	0.52	0.26	0.35	0.35	0.06	0.09	0.09	0.41
Crit Moves:		****		****				****				****
Green/Cycle:	0.02	0.30	0.30	0.16	0.44	0.44	0.21	0.21	0.21	0.25	0.25	0.25
Volume/Cap:	1.19	1.67	1.67	1.67	1.19	0.60	1.67	1.67	0.30	0.37	0.37	1.67
Uniform Del:	88.2	62.9	62.9	76.0	50.8	38.7	71.2	71.2	60.1	56.4	56.4	67.9
IncremntDel:	208.8	311	310.9	318.4	96.5	1.4	314.6	315	0.5	0.5	0.5	314.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	296.9	374	373.8	394.4	147	40.1	385.8	386	60.6	56.9	56.9	382.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	296.9	374	373.8	394.4	147	40.1	385.8	386	60.6	56.9	56.9	382.0
DesignQueue:	4	69	7	42	64	25	51	4	8	6	7	55

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

Intersection #12 SR 267/Northstar Drive

Cycle (sec): 140 Critical Vol./Cap. (X): 1.102
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 80.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	158	435	11	6	853	255	682	23	358	2	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	435	11	6	853	255	682	23	358	2	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	166	458	12	6	898	268	718	24	377	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	458	12	6	898	268	718	24	377	2	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	166	458	12	6	898	268	718	24	377	2	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.85	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	1.95	0.05	1.00	1.00	1.00	0.97	0.03	1.00	0.50	0.25	0.25
Final Sat.:	1805	3504	92	1805	1900	1615	1754	59	1615	896	448	448
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.13	0.00	0.47	0.17	0.41	0.41	0.23	0.00	0.00	0.00
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.50	0.50	0.01	0.43	0.43	0.37	0.37	0.37	0.00	0.00	0.00
Volume/Cap:	1.10	0.26	0.26	0.26	1.10	0.39	1.10	1.10	0.63	1.10	1.10	1.10
Uniform Del:	64.2	20.2	20.2	68.5	40.0	27.4	44.0	44.0	36.1	69.9	69.9	69.9
IncremntDel:	103.3	0.1	0.1	6.0	63.3	0.4	66.0	66.0	2.1	519.5	519	519.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	167.5	20.2	20.2	74.5	103	27.7	110.0	110	38.2	589.3	589	589.3
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:	167.5	20.2	20.2	74.5	103	27.7	110.0	110	38.2	589.3	589	589.3
DesignQueue:	12	18	0	0	46	12	39	1	19	0	0	0

Default Scenario Wed May 21, 2003 13:48:08 Page 15-1

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

Intersection #13 SR 28/SR 267

Cycle (sec): 135 Critical Vol./Cap. (X): 1.204
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 107.6
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	1	0	1		517	2	468		349	842	1		1	946	636	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	0	1		517	2	468		349	842	1		1	946	636	
User Adj:	1.00	1.00	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:	1	0	1		544	2	493		367	886	1		1	996	669	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	0	1		544	2	493		367	886	1		1	996	669	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	1	0	1		544	2	493		367	886	1		1	996	669	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	1.00	0.86		0.71	0.71	0.85		0.95	0.95	0.95		0.95	0.89	0.89	
Lanes:	0.50	0.00	0.50		0.99	0.01	1.00		1.00	1.99	0.01		1.00	1.20	0.80	
Final Sat.:	816	0	816		1350	5	1615		1805	3606	4		1805	2030	1363	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.40	0.40	0.31		0.20	0.25	0.25		0.00	0.49	0.49	
Crit Moves:						****			****					****		
Green/Cycle:	0.33	0.00	0.33		0.33	0.33	0.33		0.17	0.58	0.58		0.00	0.41	0.41	
Volume/Cap:	0.00	0.00	0.00		1.20	1.20	0.91		1.20	0.43	0.43		0.43	1.20	1.20	
Uniform Del:	29.9	0.0	29.9		44.9	44.9	43.0		56.1	16.2	16.2		67.4	40.0	40.0	
IncremntDel:	0.0	0.0	0.0		111.2	111	19.8		118.8	0.1	0.1		92.8	99.0	99.0	
Delay Adj:	1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	29.9	0.0	29.9		156.1	156	62.8		174.9	16.3	16.3		160.2	139	138.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	29.9	0.0	29.9		156.1	156	62.8		174.9	16.3	16.3		160.2	139	138.9	
DesignQueue:	0	0	0		29	0	26		24	30	0		0	50	34	

Default Scenario Wed May 21, 2003 13:48:08 Page 16-1

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

Intersection #14 SR 89/Donner Pass Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.3
Optimal Cycle: 91 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	286	75	122		11	309	18		108	148	528		88	310	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	286	75	122		11	309	18		108	148	528		88	310	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	301	79	128		12	325	19		114	156	556		93	326	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	301	79	128		12	325	19		114	156	556		93	326	11	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	301	79	128		12	325	19		114	156	556		93	326	11	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	0.86	0.86		0.94	0.94	0.94		0.95	0.95	0.81		0.95	0.95	0.95	
Lanes:	1.00	0.38	0.62		0.07	1.82	0.11		1.00	1.00	1.00		1.00	1.93	0.07	
Final Sat.:	1715	625	1012		120	3263	191		1805	1805	1534		1805	3475	117	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.13	0.13		0.10	0.10	0.10		0.06	0.09	0.36		0.05	0.09	0.09	
Crit Moves:	****				****						****		****			
Green/Cycle:	0.21	0.21	0.21		0.12	0.12	0.12		0.20	0.44	0.44		0.06	0.30	0.30	
Volume/Cap:	0.82	0.59	0.59		0.82	0.82	0.82		0.31	0.20	0.82		0.82	0.31	0.31	
Uniform Del:	37.5	35.4	35.4		42.9	42.9	42.9		33.9	17.1	24.4		46.3	26.9	26.9	
IncremntDel:	8.6	1.1	1.1		11.8	11.8	11.8		0.5	0.0	6.3		35.8	0.2	0.2	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	46.0	36.5	36.5		54.6	54.6	54.6		34.4	17.1	30.7		82.1	27.1	27.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.0	36.5	36.5		54.6	54.6	54.6		34.4	17.1	30.7		82.1	27.1	27.1	
DesignQueue:	14	4	6		1	16	1		5	5	19		5	13	0	

Scenario Report

Scenario:	Proposed No Con Road Summer Mitigated
Command:	Default Command
Volume:	Preferred
Geometry:	Preferred
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 SR 267 Bypass/I-80 WB	D	51.4	0.975	D	51.4	0.975	+ 0.000 D/V
# 2 SR 267 Bypass/I-80 EB	D	42.0	0.955	D	42.0	0.955	+ 0.000 D/V
# 4 I-80 EB/DPR	C	24.9	0.880	C	24.9	0.880	+ 0.000 D/V
# 5 DPR/Glenshire Drive	C	30.2	0.879	C	30.2	0.879	+ 0.000 D/V
# 6 DPR/Bridge Street	E	77.6	1.101	E	77.6	1.101	+ 0.000 D/V
# 7 Bridge Street West River St	D	38.7	0.927	D	38.7	0.927	+ 0.000 D/V
# 9 Brockway Road/Martis Valley Ro	B	16.7	0.808	B	16.7	0.808	+ 0.000 D/V
# 10 SR 267/Brockway Road/Joerger D	D	37.0	0.948	D	37.0	0.948	+ 0.000 D/V
# 11 SR 267/Airport Road/Schaffer M	E	59.8	1.047	E	59.8	1.047	+ 0.000 D/V
# 12 SR 267/Northstar Drive	D	35.5	0.975	D	35.5	0.975	+ 0.000 D/V
# 13 SR 28/SR 267	E	70.6	1.184	E	70.6	1.184	+ 0.000 D/V
# 14 SR 89/Donner Pass Road	D	52.6	0.906	D	52.6	0.906	+ 0.000 D/V

Proposed No Con Road SummerWed May 21, 2003 14:01:11 Page 3-1

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

Intersection #1 SR 267 Bypass/I-80 WB

Cycle (sec): 105 Critical Vol./Cap. (X): 0.975
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 51.4
Optimal Cycle: 120 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:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	1	0 0	0	0	1	0 1	0	0	0	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	716	335	0		0	574	10		0	0	0		489	0	479	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	716	335	0		0	574	10		0	0	0		489	0	479	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.75	
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:	754	353	0		0	604	11		0	0	0		515	0	378	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	754	353	0		0	604	11		0	0	0		515	0	378	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	754	353	0		0	604	11		0	0	0		515	0	378	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.92	1.00	1.00		1.00	1.00	0.85		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	2.00	1.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	3317	1800	0		0	1800	1530		0	0	0		1714	0	1530	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.20	0.00		0.00	0.34	0.01		0.00	0.00	0.00		0.30	0.00	0.25	
Crit Moves:	****					****							****			
Green/Cycle:	0.23	0.58	0.00		0.00	0.34	0.34		0.00	0.00	0.00		0.31	0.00	0.31	
Volume/Cap:	0.97	0.34	0.00		0.00	0.97	0.02		0.00	0.00	0.00		0.97	0.00	0.80	
Uniform Del:	40.0	11.7	0.0		0.0	34.0	22.7		0.0	0.0	0.0		35.9	0.0	33.4	
IncremntDel:	26.1	0.2	0.0		0.0	29.8	0.0		0.0	0.0	0.0		32.6	0.0	9.5	
Delay Adj:	0.80	0.09	0.00		0.00	1.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	58.0	1.2	0.0		0.0	63.7	22.8		0.0	0.0	0.0		68.5	0.0	42.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	58.0	1.2	0.0		0.0	63.7	22.8		0.0	0.0	0.0		68.5	0.0	42.9	
DesignQueue:	36	9	0		0	25	0		0	0	0		22	0	16	

Proposed No Con Road SummerWed May 21, 2003 14:01:11 Page 4-1

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

Intersection #2 SR 267 Bypass/I-80 EB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.955
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 42.0
Optimal Cycle: 120 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:	Ovl				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	0	1	0 0	0	1	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	1051	430		382	681	0		0	0	547		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1051	430		382	681	0		0	0	547		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.75		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	1106	453		402	717	0		0	0	432		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1106	453		402	717	0		0	0	432		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1106	453		402	717	0		0	0	432		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	1.00	0.95	0.85		0.95	1.00	1.00		1.00	1.00	0.85		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3420	1530		1710	1800	0		0	1800	1530		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.30		0.24	0.40	0.00		0.00	0.00	0.28		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.34	0.34		0.25	0.58	0.00		0.00	0.00	0.30		0.00	0.00	0.00	
Volume/Cap:	0.00	0.96	0.87		0.96	0.68	0.00		0.00	0.00	0.96		0.00	0.00	0.00	
Uniform Del:	0.0	32.3	31.1		37.2	14.3	0.0		0.0	0.0	34.6		0.0	0.0	0.0	
IncremntDel:	0.0	16.8	15.3		32.5	1.8	0.0		0.0	0.0	31.1		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		0.78	0.06	0.00		0.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	49.2	46.4		61.6	2.7	0.0		0.0	0.0	65.7		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	49.2	46.4		61.6	2.7	0.0		0.0	0.0	65.7		0.0	0.0	0.0	
DesignQueue:	0	44	18		18	18	0		0	0	18		0	0	0	

Proposed No Con Road SummerWed May 21, 2003 14:01:11 Page 5-1

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

Intersection #4 I-80 EB/DPR

Cycle (sec): 75 Critical Vol./Cap. (X): 0.880
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	817	0	0	530	0	362	0	279	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	817	0	0	530	0	362	0	279	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:	0.90	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	908	0	0	589	0	402	0	310	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	908	0	0	589	0	402	0	310	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	908	0	0	589	0	402	0	310	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	0	0	1800	0	1710	0	1530	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.33	0.00	0.24	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.57	0.00	0.00	0.57	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.88	0.00	0.00	0.57	0.00	0.88	0.00	0.76	0.00	0.00	0.00
Uniform Del:	0.0	13.8	0.0	0.0	10.2	0.0	26.3	0.0	25.3	0.0	0.0	0.0
IncremntDel:	0.0	8.9	0.0	0.0	0.8	0.0	17.7	0.0	8.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.7	0.0	0.0	10.9	0.0	44.0	0.0	33.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.7	0.0	0.0	10.9	0.0	44.0	0.0	33.3	0.0	0.0	0.0
DesignQueue:	0	18	0	0	11	0	13	0	10	0	0	0

Proposed No Con Road SummerWed May 21, 2003 14:01:11 Page 6-1

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

Intersection #5 DPR/Glenshire Drive

Cycle (sec): 70 Critical Vol./Cap. (X): 0.879
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	268	0	323	0	0	0	0	517	368	269	390	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:	268	0	323	0	0	0	0	517	368	269	390	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	298	0	359	0	0	0	0	574	409	299	433	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	0	359	0	0	0	0	574	409	299	433	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	298	0	359	0	0	0	0	574	409	299	433	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1710	0	1530	0	0	0	0	1800	1530	1710	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.23	0.00	0.00	0.00	0.00	0.32	0.27	0.17	0.24	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.36	0.36	0.20	0.56	0.00
Volume/Cap:	0.65	0.00	0.88	0.00	0.00	0.00	0.00	0.88	0.74	0.88	0.43	0.00
Uniform Del:	22.8	0.0	24.6	0.0	0.0	0.0	0.0	20.9	19.4	27.2	8.9	0.0
IncremntDel:	3.4	0.0	19.1	0.0	0.0	0.0	0.0	13.0	5.2	22.1	0.3	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.2	0.0	43.7	0.0	0.0	0.0	0.0	33.9	24.5	49.3	9.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	0.0	43.7	0.0	0.0	0.0	0.0	33.9	24.5	49.3	9.1	0.0
DesignQueue:	9	0	11	0	0	0	0	15	11	10	8	0

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

Intersection #6 DPR/Bridge Street

Cycle (sec): 110 Critical Vol./Cap. (X): 1.101
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 77.6
Optimal Cycle: 120 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	0	1 0	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	167	449	574		9	280	26		48	459	142		678	445	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	167	449	574		9	280	26		48	459	142		678	445	10	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.00		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	176	473	0		9	295	27		51	483	149		714	468	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	176	473	0		9	295	27		51	483	149		714	468	11	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	176	473	0		9	295	27		51	483	149		714	468	11	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.33	1.00	1.00		0.74	0.74	0.85		0.95	1.00	0.85		0.95	1.00	0.85	
Lanes:	1.00	1.00	1.00		0.03	0.97	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	596	1800	1800		39	1284	1530		1710	1800	1530		1710	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.26	0.00		0.23	0.23	0.02		0.03	0.27	0.10		0.42	0.26	0.01	
Crit Moves:	****									****			****			
Green/Cycle:	0.27	0.27	0.00		0.27	0.27	0.27		0.24	0.24	0.24		0.38	0.38	0.38	
Volume/Cap:	1.10	0.98	0.00		0.86	0.86	0.07		0.12	1.10	0.40		1.10	0.69	0.02	
Uniform Del:	40.2	40.0	0.0		38.2	38.2	30.0		32.4	41.6	34.9		34.2	28.7	21.4	
IncremntDel:	101.0	35.6	0.0		18.2	18.2	0.1		0.1	73.4	0.7		66.4	2.9	0.0	
Delay Adj:	0.76	0.76	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	131.4	65.8	0.0		56.5	56.5	30.1		32.6	115	35.6		100.5	31.6	21.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	131.4	65.8	0.0		56.5	56.5	30.1		32.6	115	35.6		100.5	31.6	21.4	
DesignQueue:	8	23	0		0	14	1		2	24	7		30	19	0	

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

Intersection #7 Bridge Street West River St

Cycle (sec): 95 Critical Vol./Cap. (X): 0.927
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 38.7
Optimal Cycle: 120 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				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	1	0	0	1 0	0	1	0	0 1!	0	0
Volume Module:																
Base Vol:	448	927	25		52	812	236		219	20	516		26	15	44	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	448	927	25		52	812	236		219	20	516		26	15	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	472	976	26		55	855	248		231	21	543		27	16	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	472	976	26		55	855	248		231	21	543		27	16	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	472	976	26		55	855	248		231	21	543		27	16	46	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.95	1.00	1.00		0.95	0.92	0.92		0.96	0.96	0.85		0.92	0.92	0.92	
Lanes:	1.00	0.97	0.03		1.00	1.55	0.45		0.92	0.08	1.00		0.30	0.18	0.52	
Final Sat.:	1710	1746	47		1710	2561	743		1577	143	1530		500	296	852	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.56	0.56		0.03	0.33	0.33		0.15	0.15	0.35		0.05	0.05	0.05	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.30	0.62	0.62		0.04	0.36	0.36		0.16	0.16	0.46		0.06	0.06	0.06	
Volume/Cap:	0.93	0.90	0.90		0.90	0.93	0.93		0.93	0.93	0.78		0.93	0.93	0.93	
Uniform Del:	32.4	15.4	15.4		45.6	29.2	29.2		39.5	39.5	21.8		44.5	44.5	44.5	
IncremntDel:	23.3	9.9	9.9		79.7	12.4	12.4		35.7	35.7	5.6		68.5	68.5	68.5	
Delay Adj:	1.00	1.00	1.00		0.98	0.63	0.63		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	55.7	25.3	25.3		124.2	30.7	30.7		75.2	75.2	27.4		113.0	113	113.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.7	25.3	25.3		124.2	30.7	30.7		75.2	75.2	27.4		113.0	113	113.0	
DesignQueue:	19	23	1		3	31	9		11	1	17		1	1	2	

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

Intersection #9 Brockway Road/Martis Valley Road

Cycle (sec): 79 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 72 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 1	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	291	886	0	16	629	156	113	0	176	0	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	886	0	16	629	156	113	0	176	0	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	323	984	0	18	699	173	126	0	196	0	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	984	0	18	699	173	126	0	196	0	0	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	323	984	0	18	699	173	126	0	196	0	0	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.46	1.00	1.00	0.95	0.95	0.95	0.95	1.00	0.85	1.00	1.00	0.87
Lanes:	1.00	1.00	0.00	0.02	0.79	0.19	1.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	828	1800	0	35	1345	333	1714	0	1530	0	0	1557
Capacity Analysis Module:												
Vol/Sat:	0.39	0.55	0.00	0.52	0.52	0.52	0.07	0.00	0.13	0.00	0.00	0.01
Crit Moves:		****							****			****
Green/Cycle:	0.68	0.68	0.00	0.68	0.68	0.68	0.16	0.00	0.16	0.00	0.00	0.01
Volume/Cap:	0.58	0.81	0.00	0.77	0.77	0.77	0.46	0.00	0.81	0.00	0.00	0.81
Uniform Del:	6.8	9.1	0.0	8.6	8.6	8.6	30.2	0.0	32.1	0.0	0.0	38.9
IncremntDel:	1.5	4.1	0.0	3.2	3.2	3.2	1.3	0.0	17.9	0.0	0.0	114.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	8.3	13.2	0.0	11.8	11.8	11.8	31.4	0.0	50.0	0.0	0.0	152.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	13.2	0.0	11.8	11.8	11.8	31.4	0.0	50.0	0.0	0.0	152.9
DesignQueue:	5	16	0	0	11	3	5	0	7	0	0	1

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

Intersection #10 SR 267/Brockway Road/Joerger Drive

Cycle (sec): 110 Critical Vol./Cap. (X): 0.948
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: 120 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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	1101	1353	14	55	1057	116	93	5	999	10	5	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1101	1353	14	55	1057	116	93	5	999	10	5	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	1223	1503	16	61	1174	129	103	6	0	11	6	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1223	1503	16	61	1174	129	103	6	0	11	6	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	1223	1503	16	61	1174	129	103	6	0	11	6	39
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.85	0.96	0.96	1.00	0.90	0.90	0.90
Lanes:	2.00	1.98	0.02	1.00	2.00	1.00	0.94	0.06	1.00	0.20	0.11	0.69
Final Sat.:	3317	3377	36	1710	3420	1530	1624	95	1800	317	173	1124
Capacity Analysis Module:												
Vol/Sat:	0.37	0.45	0.45	0.04	0.34	0.08	0.06	0.06	0.00	0.03	0.03	0.03
Crit Moves:	****				****		****					****
Green/Cycle:	0.39	0.70	0.70	0.06	0.36	0.36	0.07	0.07	0.00	0.04	0.04	0.04
Volume/Cap:	0.95	0.64	0.64	0.64	0.95	0.23	0.95	0.95	0.00	0.95	0.95	0.95
Uniform Del:	32.5	9.2	9.2	50.9	34.1	24.4	51.1	51.1	0.0	52.9	52.9	52.9
IncremntDel:	14.4	0.6	0.6	13.7	14.8	0.2	67.4	67.4	0.0	98.1	98.1	98.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	46.9	9.8	9.8	64.6	48.9	24.7	118.5	119	0.0	150.9	151	150.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	9.8	9.8	64.6	48.9	24.7	118.5	119	0.0	150.9	151	150.9
DesignQueue:	50	31	0	4	50	5	6	0	0	1	0	2

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

Intersection #11 SR 267/Airport Road/Schaffer Mill Road

Cycle (sec): 105 Critical Vol./Cap. (X): 1.047
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 59.8
Optimal Cycle: 120 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			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	96	1440	141	381	1372	313	397	43	129	171	76	631
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1440	141	381	1372	313	397	43	129	171	76	631
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	101	1516	148	401	1444	329	418	45	136	180	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1516	148	401	1444	329	418	45	136	180	80	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	101	1516	148	401	1444	329	418	45	136	180	80	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.85	0.95	0.89	0.89	0.95	1.00	1.00
Lanes:	1.00	2.73	0.27	1.00	2.00	1.00	1.00	0.25	0.75	1.00	1.00	1.00
Final Sat.:	1710	4419	431	1710	3420	1530	1710	397	1200	1710	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.23	0.42	0.22	0.24	0.11	0.11	0.11	0.04	0.00
Crit Moves:		****		****			****			****		
Green/Cycle:	0.07	0.33	0.33	0.22	0.48	0.72	0.23	0.23	0.23	0.10	0.10	0.00
Volume/Cap:	0.87	1.05	1.05	1.05	0.87	0.30	1.05	0.49	0.49	1.05	0.44	0.00
Uniform Del:	48.5	35.3	35.3	40.7	24.2	5.3	40.2	34.8	34.8	47.2	44.4	0.0
IncremntDel:	46.7	36.0	36.0	58.8	5.4	0.2	57.8	1.0	1.0	81.6	1.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	95.2	71.3	71.3	99.5	29.6	5.5	98.1	35.8	35.8	128.8	46.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.2	71.3	71.3	99.5	29.6	5.5	98.1	35.8	35.8	128.8	46.2	0.0
DesignQueue:	6	64	6	19	48	6	20	2	6	10	4	0

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

Intersection #12 SR 267/Northstar Drive

Cycle (sec): 105 Critical Vol./Cap. (X): 0.975
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 35.5
Optimal Cycle:OPTIMIZED 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:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	170	1151	14	12	1035	519	468	24	190	2	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1151	14	12	1035	519	468	24	190	2	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	179	1212	15	13	1089	546	493	25	200	2	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	1212	15	13	1089	546	493	25	200	2	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	179	1212	15	13	1089	546	493	25	200	2	1	2
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.85	0.96	0.96	0.85	0.93	0.93	0.93
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.90	0.10	1.00	0.40	0.20	0.40
Final Sat.:	1710	3371	42	1710	1800	1530	3272	166	1530	667	334	667
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.01	0.61	0.36	0.15	0.15	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.71	0.71	0.02	0.62	0.62	0.15	0.15	0.15	0.00	0.00	0.00
Volume/Cap:	0.97	0.50	0.50	0.50	0.97	0.57	0.97	0.97	0.85	0.97	0.97	0.97
Uniform Del:	46.7	6.8	6.8	51.3	19.1	11.7	44.2	44.2	43.2	52.3	52.3	52.3
IncremntDel:	58.8	0.2	0.2	15.1	21.0	0.9	32.5	32.5	23.5	378.7	379	378.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	105.5	6.9	6.9	66.4	40.1	12.6	76.7	76.7	66.6	431.0	431	431.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.5	6.9	6.9	66.4	40.1	12.6	76.7	76.7	66.6	431.0	431	431.0
DesignQueue:	10	22	0	1	28	13	25	1	10	0	0	0

Proposed No Con Road SummerWed May 21, 2003 14:01:12 Page 13-1

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

Intersection #13 SR 28/SR 267

Cycle (sec): 60 Critical Vol./Cap. (X): 1.184
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 70.6
Optimal Cycle: 120 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	1	0	2	436	1	433	323	825	1	2	610	652
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	2	436	1	433	323	825	1	2	610	652
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	1	0	2	459	1	456	340	868	1	2	642	686
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	2	459	1	456	340	868	1	2	642	686
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	0	2	459	1	456	340	868	1	2	642	686
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.90	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.95	0.85
Lanes:	0.33	0.00	0.67	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	537	0	1075	1710	4	1530	1710	3416	4	1710	3420	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.30	0.20	0.25	0.25	0.00	0.19	0.45
Crit Moves:	****					****	****					****
Green/Cycle:	0.00	0.00	0.00	0.25	0.25	0.25	0.17	0.54	0.54	0.00	0.38	0.38
Volume/Cap:	1.18	0.00	1.18	1.07	1.07	1.18	1.18	0.47	0.47	0.47	0.50	1.18
Uniform Del:	30.0	0.0	30.0	22.4	22.4	22.4	25.0	8.4	8.4	29.9	14.3	18.6
IncremntDel:	657.9	0.0	657.9	62.1	62.1	106.2	112.4	0.2	0.2	63.9	0.3	99.4
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	687.9	0.0	687.9	84.5	84.5	128.6	137.4	8.5	8.5	93.8	14.6	118.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	687.9	0.0	687.9	84.5	84.5	128.6	137.4	8.5	8.5	93.8	14.6	118.0
DesignQueue:	0	0	0	12	0	12	10	14	0	0	14	16

Proposed No Con Road SummerWed May 21, 2003 14:01:12 Page 14-1

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

Intersection #14 SR 89/Donner Pass Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.906
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 52.6
Optimal Cycle: 119 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 1	0 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	571	48	43	10	197	182	91	195	543	86	390	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	571	48	43	10	197	182	91	195	543	86	390	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	601	51	45	11	207	192	96	205	572	91	411	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	601	51	45	11	207	192	96	205	572	91	411	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	601	51	45	11	207	192	96	205	572	91	411	11
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	1.00	0.85	1.00	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.00	1.00	0.05	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1710	1800	1530	91	1706	1530	1710	1800	1530	1710	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.35	0.03	0.03	0.12	0.12	0.13	0.06	0.11	0.37	0.05	0.23	0.01
Crit Moves:	****					****	****				****	
Green/Cycle:	0.39	0.39	0.39	0.14	0.14	0.14	0.06	0.27	0.66	0.04	0.25	0.25
Volume/Cap:	0.91	0.07	0.08	0.88	0.88	0.91	0.91	0.41	0.56	1.36	0.91	0.03
Uniform Del:	28.9	19.3	19.3	42.2	42.2	42.4	46.6	29.7	9.1	48.0	36.3	28.2
IncremntDel:	16.2	0.0	0.1	27.6	27.6	37.2	58.6	0.6	0.7	233.1	21.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.1	19.3	19.4	69.8	69.8	79.6	105.2	30.2	9.8	281.1	57.9	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	19.3	19.4	69.8	69.8	79.6	105.2	30.2	9.8	281.1	57.9	28.2
DesignQueue:	22	2	2	1	10	9	5	9	12	5	18	0

Scenario Report

Scenario:	Proposed No Con Road Winter Mitigated
Command:	Default Command
Volume:	Preferred
Geometry:	Preferred
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 SR 267 Bypass/I-80 WB	C	32.7	0.809	C	32.7	0.809	+ 0.000 D/V
# 2 SR 267 Bypass/I-80 EB	B	10.6	0.731	B	10.6	0.731	+ 0.000 D/V
# 4 I-80 EB/DPR	B	17.8	0.780	B	17.8	0.780	+ 0.000 D/V
# 5 DPR/Glenshire Drive	C	27.1	0.706	C	27.1	0.706	+ 0.000 D/V
# 6 DPR/Bridge Street	C	32.1	0.732	C	32.1	0.732	+ 0.000 D/V
# 7 Bridge Street West River St	E	62.5	1.017	E	62.5	1.017	+ 0.000 D/V
# 9 Brockway Road/Martis Valley Ro	B	12.4	0.734	B	12.4	0.734	+ 0.000 D/V
# 10 SR 267/Brockway Road/Joerger D	D	41.1	0.950	D	41.1	0.950	+ 0.000 D/V
# 11 SR 267/Airport Road/Schaffer M	D	41.6	0.964	D	41.6	0.964	+ 0.000 D/V
# 12 SR 267/Northstar Drive	C	21.7	0.822	C	21.7	0.822	+ 0.000 D/V
# 13 SR 28/SR 267	E	71.8	1.123	E	71.8	1.123	+ 0.000 D/V
# 14 SR 89/Donner Pass Road	D	39.1	0.783	D	39.1	0.783	+ 0.000 D/V

Proposed No Con Road WinterWed May 21, 2003 14:02:21 Page 3-1

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

Intersection #1 SR 267 Bypass/I-80 WB

Cycle (sec): 120 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 1	0	0	0	0 1	0	1	0	0 0	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	420	233	0		0	834	5		0	0	0		175	0	125	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	420	233	0		0	834	5		0	0	0		175	0	125	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.75	
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:	442	245	0		0	878	5		0	0	0		184	0	99	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	442	245	0		0	878	5		0	0	0		184	0	99	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	442	245	0		0	878	5		0	0	0		184	0	99	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.92	1.00	1.00		1.00	1.00	0.85		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	2.00	1.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	3317	1800	0		0	1800	1530		0	0	0		1714	0	1530	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.14	0.00		0.00	0.49	0.00		0.00	0.00	0.00		0.11	0.00	0.06	
Crit Moves:	****					****							****			
Green/Cycle:	0.16	0.77	0.00		0.00	0.60	0.60		0.00	0.00	0.00		0.13	0.00	0.13	
Volume/Cap:	0.81	0.18	0.00		0.00	0.81	0.01		0.00	0.00	0.00		0.81	0.00	0.49	
Uniform Del:	48.3	3.8	0.0		0.0	18.5	9.5		0.0	0.0	0.0		50.6	0.0	48.3	
IncremntDel:	8.8	0.1	0.0		0.0	4.6	0.0		0.0	0.0	0.0		19.1	0.0	1.8	
Delay Adj:	0.87	0.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	50.8	0.1	0.0		0.0	23.1	9.5		0.0	0.0	0.0		69.7	0.0	50.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.8	0.1	0.0		0.0	23.1	9.5		0.0	0.0	0.0		69.7	0.0	50.1	
DesignQueue:	25	4	0		0	26	0		0	0	0		11	0	6	

Proposed No Con Road WinterWed May 21, 2003 14:02:21 Page 4-1

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

Intersection #2 SR 267 Bypass/I-80 EB

Cycle (sec): 105 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0	1	1	0 1	0	0	0	1 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	865	339		57	903	0		0	0	230		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	865	339		57	903	0		0	0	230		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.75		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	911	357		60	951	0		0	0	182		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	911	357		60	951	0		0	0	182		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	911	357		60	951	0		0	0	182		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	1.00	0.95	0.85		0.95	1.00	1.00		1.00	1.00	0.85		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3420	1530		1710	1800	0		0	1800	1530		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.23		0.04	0.53	0.00		0.00	0.00	0.12		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.00	0.64	0.64		0.08	0.72	0.00		0.00	0.00	0.16		0.00	0.00	0.00	
Volume/Cap:	0.00	0.42	0.37		0.42	0.73	0.00		0.00	0.00	0.73		0.00	0.00	0.00	
Uniform Del:	0.0	9.3	8.9		45.6	8.5	0.0		0.0	0.0	41.8		0.0	0.0	0.0	
IncremntDel:	0.0	0.1	0.2		2.0	2.2	0.0		0.0	0.0	10.5		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		0.94	0.00	0.00		0.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	9.5	9.2		44.8	2.2	0.0		0.0	0.0	52.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	9.5	9.2		44.8	2.2	0.0		0.0	0.0	52.3		0.0	0.0	0.0	
DesignQueue:	0	20	8		3	18	0		0	0	9		0	0	0	

Proposed No Con Road WinterWed May 21, 2003 14:02:21 Page 5-1

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

Intersection #4 I-80 EB/DPR

Cycle (sec): 50 Critical Vol./Cap. (X): 0.780
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 0	0	0	1	0 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	488	0		0	276	0		362	0	81		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	488	0		0	276	0		362	0	81		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:	0.90	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	542	0		0	307	0		402	0	90		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	542	0		0	307	0		402	0	90		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	542	0		0	307	0		402	0	90		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.94	1.00	0.94		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		0.00	1.00	0.00		0.82	0.00	0.18		0.00	0.00	0.00	
Final Sat.:	0	1800	0		0	1800	0		1378	0	309		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.00		0.00	0.17	0.00		0.29	0.00	0.29		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.00	0.39	0.00		0.00	0.39	0.00		0.37	0.00	0.37		0.00	0.00	0.00	
Volume/Cap:	0.00	0.78	0.00		0.00	0.44	0.00		0.78	0.00	0.78		0.00	0.00	0.00	
Uniform Del:	0.0	13.5	0.0		0.0	11.4	0.0		13.8	0.0	13.8		0.0	0.0	0.0	
IncremntDel:	0.0	5.7	0.0		0.0	0.5	0.0		6.2	0.0	6.2		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	19.2	0.0		0.0	11.8	0.0		20.0	0.0	20.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	19.2	0.0		0.0	11.8	0.0		20.0	0.0	20.0		0.0	0.0	0.0	
DesignQueue:	0	10	0		0	5	0		8	0	2		0	0	0	

Proposed No Con Road WinterWed May 21, 2003 14:02:22 Page 6-1

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

Intersection #5 DPR/Glenshire Drive

Cycle (sec): 85 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	271	0	162		0	0	0		0	326	368		250	107	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:	271	0	162		0	0	0		0	326	368		250	107	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:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	301	0	180		0	0	0		0	362	409		278	119	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	301	0	180		0	0	0		0	362	409		278	119	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	301	0	180		0	0	0		0	362	409		278	119	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.95	1.00	0.85		1.00	1.00	1.00		1.00	1.00	0.85		0.95	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	1710	0	1530		0	0	0		0	1800	1530		1710	1800	0	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.12		0.00	0.00	0.00		0.00	0.20	0.27		0.16	0.07	0.00	
Crit Moves:	****										****		****			
Green/Cycle:	0.25	0.00	0.25		0.00	0.00	0.00		0.00	0.38	0.38		0.23	0.61	0.00	
Volume/Cap:	0.71	0.00	0.47		0.00	0.00	0.00		0.00	0.53	0.71		0.71	0.11	0.00	
Uniform Del:	29.1	0.0	27.1		0.0	0.0	0.0		0.0	20.5	22.4		30.1	6.9	0.0	
IncremntDel:	5.3	0.0	0.9		0.0	0.0	0.0		0.0	0.8	4.0		5.7	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	34.4	0.0	28.1		0.0	0.0	0.0		0.0	21.3	26.3		35.8	7.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.4	0.0	28.1		0.0	0.0	0.0		0.0	21.3	26.3		35.8	7.0	0.0	
DesignQueue:	11	0	7		0	0	0		0	11	13		11	2	0	

Proposed No Con Road WinterWed May 21, 2003 14:02:22 Page 7-1

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

Intersection #6 DPR/Bridge Street

Cycle (sec): 110 Critical Vol./Cap. (X): 0.732
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	0	1	0	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	215	467	488		9	272		27	48	197		182	400	325		10
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	215	467	488		9	272		27	48	197		182	400	325		10
User Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.00		0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	226	492	0		9	286		28	51	207		192	421	342		11
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	226	492	0		9	286		28	51	207		192	421	342		11
PCE Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	226	492	0		9	286		28	51	207		192	421	342		11
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.45	1.00	1.00		0.99	0.99		0.85	0.95	1.00		0.85	0.95	1.00		0.85
Lanes:	1.00	1.00	1.00		0.03	0.97		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Sat.:	805	1800	1800		54	1721		1530	1710	1800		1530	1710	1800		1530
Capacity Analysis Module:																
Vol/Sat:	0.28	0.27	0.00		0.17	0.17		0.02	0.03	0.12		0.13	0.25	0.19		0.01
Crit Moves:	****											****	****			
Green/Cycle:	0.38	0.38	0.00		0.38	0.38		0.38	0.17	0.17		0.17	0.34	0.34		0.34
Volume/Cap:	0.73	0.71	0.00		0.43	0.43		0.05	0.17	0.67		0.73	0.73	0.57		0.02
Uniform Del:	29.1	28.8	0.0		25.1	25.1		21.3	38.9	42.7		43.2	32.2	29.9		24.4
IncremntDel:	8.7	3.5	0.0		0.4	0.4		0.0	0.3	5.7		10.2	4.8	1.2		0.0
Delay Adj:	0.59	0.59	0.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	25.7	20.4	0.0		25.5	25.5		21.3	39.2	48.3		53.3	37.0	31.2		24.4
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	25.7	20.4	0.0		25.5	25.5		21.3	39.2	48.3		53.3	37.0	31.2		24.4
DesignQueue:	9	20	0		0	11		1	3	11		10	18	15		0

Proposed No Con Road WinterWed May 21, 2003 14:02:22 Page 8-1

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

Intersection #7 Bridge Street West River St

Cycle (sec): 120 Critical Vol./Cap. (X): 1.017
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 62.5
Optimal Cycle: 120 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				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1 0	1	0	1	1 0	0	1	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	496	662	38		45	708		101	469	20		824	30	20		39
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	496	662	38		45	708		101	469	20		824	30	20		39
User Adj:	1.00	1.00	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:	522	697	40		47	745		106	494	21		867	32	21		41
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	522	697	40		47	745		106	494	21		867	32	21		41
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	522	697	40		47	745		106	494	21		867	32	21		41
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.95	0.99	0.99		0.95	0.93		0.93	0.95	0.95		0.85	0.93	0.93		0.93
Lanes:	1.00	0.95	0.05		1.00	1.75		0.25	0.96	0.04		1.00	0.34	0.22		0.44
Final Sat.:	1710	1689	97		1710	2937		418	1647	70		1530	567	372		726
Capacity Analysis Module:																
Vol/Sat:	0.31	0.41	0.41		0.03	0.25		0.25	0.30	0.30		0.57	0.06	0.06		0.06
Crit Moves:	****					****				****				****		
Green/Cycle:	0.30	0.52	0.52		0.03	0.25		0.25	0.29	0.29		0.60	0.06	0.06		0.06
Volume/Cap:	1.02	0.80	0.80		0.80	1.02		1.02	1.02	1.02		0.95	1.02	1.02		1.02
Uniform Del:	42.0	24.0	24.0		57.5	45.0		45.0	42.3	42.3		22.7	56.7	56.7		56.7
IncremntDel:	44.1	5.1	5.1		52.9	35.4		35.4	44.3	44.3		19.2	98.3	98.3		98.3
Delay Adj:	1.00	1.00	1.00		0.98	0.78		0.78	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	86.1	29.1	29.1		109.1	70.5		70.5	86.6	86.6		41.9	155.0	155		155.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	86.1	29.1	29.1		109.1	70.5		70.5	86.6	86.6		41.9	155.0	155		155.0
DesignQueue:	26	25	1		3	40		6	25	1		27	2	1		3

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

Intersection #9 Brockway Road/Martis Valley Road

Cycle (sec): 104 Critical Vol./Cap. (X): 0.734
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Split Phase						Split Phase					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	0	1	0		0	0	1!	0	0		0	1	0	0	1		0	0	0	0	1	
Volume Module:																								
Base Vol:	206	935		0			16	638		168			95		0		83		0		0		14	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	206	935		0			16	638		168			95		0		83		0		0		14	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	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:	229	1039		0			18	709		187			106		0		92		0		0		16	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	229	1039		0			18	709		187			106		0		92		0		0		16	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	229	1039		0			18	709		187			106		0		92		0		0		16	
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.39	1.00		1.00			0.95	0.95		0.95			0.95	1.00		0.85			1.00	1.00		0.87		
Lanes:	1.00	1.00		0.00			0.02	0.78		0.20			1.00	0.00		1.00			0.00	0.00		1.00		
Final Sat.:	697	1800		0			34	1322		349			1714		0		1530		0		0		1557	
Capacity Analysis Module:																								
Vol/Sat:	0.33	0.58		0.00			0.54	0.54		0.54			0.06	0.00		0.06			0.00	0.00		0.01		
Crit Moves:		****											****									****		
Green/Cycle:	0.79	0.79		0.00			0.79	0.79		0.79			0.08	0.00		0.08			0.00	0.00		0.01		
Volume/Cap:	0.42	0.73		0.00			0.68	0.68		0.68			0.73	0.00		0.71			0.00	0.00		0.73		
Uniform Del:	3.5	5.6		0.0			5.1	5.1		5.1			46.5	0.0		46.4			0.0	0.0		51.1		
IncremntDel:	0.5	2.0		0.0			1.5	1.5		1.5			17.6	0.0		17.2			0.0	0.0		80.2		
Delay Adj:	1.00	1.00		0.00			1.00	1.00		1.00			1.00	0.00		1.00			0.00	0.00		1.00		
Delay/Veh:	4.1	7.6		0.0			6.6	6.6		6.6			64.1	0.0		63.6			0.0	0.0		131.3		
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:	4.1	7.6		0.0			6.6	6.6		6.6			64.1	0.0		63.6			0.0	0.0		131.3		
DesignQueue:	3	15		0			0	10		3			6		0		5		0		0		1	

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

Intersection #10 SR 267/Brockway Road/Joerger Drive

Cycle (sec): 120 Critical Vol./Cap. (X): 0.950
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 41.1
Optimal Cycle: 120 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						Ignore						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	2	0	1	1	0		1	0	2	0	1		0	1	0	0	1		0	0	1!	0	0	
Volume Module:																								
Base Vol:	1108	971		14			44	1133		28			71		5		645		10		5		35	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	1108	971		14			44	1133		28			71		5		645		10		5		35	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00		
PHF Adj:	0.90	0.90		0.90			0.90	0.90		0.90			0.90	0.90		0.00			0.90	0.90		0.90		
PHF Volume:	1231	1079		16			49	1259		31			79		6		0		11		6		39	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	1231	1079		16			49	1259		31			79		6		0		11		6		39	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00		
Final Vol.:	1231	1079		16			49	1259		31			79		6		0		11		6		39	
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.92	0.95		0.95			0.95	0.95		0.85			0.96	0.96		1.00			0.90	0.90		0.90		
Lanes:	2.00	1.97		0.03			1.00	2.00		1.00			0.93	0.07		1.00			0.20	0.11		0.69		
Final Sat.:	3317	3363		50			1710	3420		1530			1599	121		1800			317	173		1124		
Capacity Analysis Module:																								
Vol/Sat:	0.37	0.32		0.32			0.03	0.37		0.02			0.05	0.05		0.00			0.03	0.03		0.03		
Crit Moves:	****							****						****								****		
Green/Cycle:	0.39	0.71		0.71			0.06	0.39		0.39			0.05	0.05		0.00			0.04	0.04		0.04		
Volume/Cap:	0.95	0.45		0.45			0.45	0.95		0.05			0.95	0.95		0.00			0.95	0.95		0.95		
Uniform Del:	35.4	7.2		7.2			54.1	35.6		23.0			56.7	56.7		0.0			57.7	57.7		57.7		
IncremntDel:	14.7	0.1		0.1			2.9	14.4		0.0			78.4	78.4		0.0			98.9	98.9		98.9		
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00		
Delay/Veh:	50.1	7.3		7.3			57.1	50.1		23.0			135.1	135		0.0			156.6	157		156.6		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	50.1	7.3		7.3			57.1	50.1		23.0			135.1	135		0.0			156.6	157		156.6		
DesignQueue:	55	22		0			3	56		1			5		0		0		1		0		3	

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

Intersection #11 SR 267/Airport Road/Schaffer Mill Road

Cycle (sec):	85	Critical Vol./Cap. (X):	0.964
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	41.6
Optimal Cycle:	120	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	56	1015	82	434	1038	316	447	43	113	77	76	631
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1015	82	434	1038	316	447	43	113	77	76	631
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	59	1068	86	457	1093	333	471	45	119	81	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1068	86	457	1093	333	471	45	119	81	80	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	59	1068	86	457	1093	333	471	45	119	81	80	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.85	0.95	0.89	0.89	0.95	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.00	1.00	1.00	0.27	0.73	1.00	1.00	1.00
Final Sat.:	1710	4498	362	1710	3420	1530	1710	440	1164	1710	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.27	0.32	0.22	0.28	0.10	0.10	0.05	0.04	0.00
Crit Moves:		****		****			****			****		
Green/Cycle:	0.05	0.25	0.25	0.28	0.47	0.76	0.29	0.29	0.29	0.05	0.05	0.00
Volume/Cap:	0.68	0.96	0.96	0.96	0.68	0.29	0.96	0.36	0.36	0.96	0.90	0.00
Uniform Del:	39.6	31.6	31.6	30.3	17.4	3.2	29.9	24.1	24.1	40.3	40.2	0.0
IncremntDel:	19.1	17.9	17.9	32.0	1.2	0.1	31.4	0.5	0.5	85.7	64.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	58.7	49.5	49.5	62.3	18.5	3.3	61.3	24.6	24.6	126.0	105	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	49.5	49.5	62.3	18.5	3.3	61.3	24.6	24.6	126.0	105	0.0
DesignQueue:	3	40	3	17	29	4	17	2	4	4	4	0

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

Intersection #12 SR 267/Northstar Drive

Cycle (sec):	55	Critical Vol./Cap. (X):	0.822
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	21.7
Optimal Cycle:	64	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	152	450	14	12	876	340	878	24	353	2	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	450	14	12	876	340	878	24	353	2	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	160	474	15	13	922	358	924	25	372	2	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	474	15	13	922	358	924	25	372	2	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	160	474	15	13	922	358	924	25	372	2	1	2
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.85	0.93	0.93	0.93
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.95	0.05	1.00	0.40	0.20	0.40
Final Sat.:	1710	3299	104	1710	3420	1530	3344	90	1530	667	334	667
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.01	0.27	0.23	0.28	0.28	0.24	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.42	0.42	0.02	0.33	0.33	0.34	0.34	0.34	0.00	0.00	0.00
Volume/Cap:	0.82	0.34	0.34	0.34	0.82	0.71	0.82	0.82	0.72	0.82	0.82	0.82
Uniform Del:	23.8	10.8	10.8	26.5	17.0	16.2	16.7	16.7	16.0	27.4	27.4	27.4
IncremntDel:	23.6	0.1	0.1	5.3	5.0	4.8	4.8	4.8	5.0	242.4	242	242.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.4	11.0	11.0	31.8	22.0	21.0	21.6	21.6	21.0	269.8	270	269.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	11.0	11.0	31.8	22.0	21.0	21.6	21.6	21.0	269.8	270	269.8
DesignQueue:	4	9	0	0	20	8	20	1	8	0	0	0

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

Intersection #13 SR 28/SR 267

Cycle (sec):	110	Critical Vol./Cap. (X):	1.123
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	71.8
Optimal Cycle:	120	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	1	0		1	525		2	479	359		842	1	1		946	653
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	1	0		1	525		2	479	359		842	1	1		946	653
User Adj:	1.00	1.00		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:	1	0		1	553		2	504	378		886	1	1		996	687
Reduct Vol:	0	0		0	0		0	0	0		0	0	0		0	0
Reduced Vol:	1	0		1	553		2	504	378		886	1	1		996	687
PCE Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	1	0		1	553		2	504	378		886	1	1		996	687
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800		1800	1800	1800		1800	1800	1800		1800	1800
Adjustment:	0.91	1.00		0.91	0.95		0.95	0.85	0.95		0.95	0.95	0.95		0.95	0.85
Lanes:	0.50	0.00		0.50	0.99		0.01	1.00	1.00		1.99	0.01	1.00		2.00	1.00
Final Sat.:	820	0		820	1709		6	1530	1710		3416	4	1710		3420	1530
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00		0.00	0.32		0.32	0.33	0.22		0.26	0.26	0.00		0.29	0.45
Crit Moves:	****							****	****							****
Green/Cycle:	0.00	0.00		0.00	0.29		0.29	0.29	0.20		0.60	0.60	0.00		0.40	0.40
Volume/Cap:	1.12	0.00		1.12	1.10		1.10	1.12	1.12		0.44	0.44	0.44		0.73	1.12
Uniform Del:	54.9	0.0		54.9	38.9		38.9	38.9	44.2		12.2	12.2	54.9		28.0	33.0
IncremntDel:	743.1	0.0		743.1	71.3		71.3	80.6	86.7		0.2	0.2	96.5		2.0	75.2
Delay Adj:	1.00	0.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Delay/Veh:	798.0	0.0		798.0	110.2		110	119.5	130.8		12.3	12.3	151.4		30.0	108.2
User DelAdj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	798.0	0.0		798.0	110.2		110	119.5	130.8		12.3	12.3	151.4		30.0	108.2
DesignQueue:	0	0		0	26		0	23	20		23	0	0		39	28

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

Intersection #14 SR 89/Donner Pass Road

Cycle (sec):	72	Critical Vol./Cap. (X):	0.783
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):	39.1
Optimal Cycle:	73	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	1	0 1	0	1	0	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	286	75		122	11		307	18	108		150	527	89		308	10
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	286	75		122	11		307	18	108		150	527	89		308	10
User Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95
PHF Volume:	301	79		128	12		323	19	114		158	555	94		324	11
Reduct Vol:	0	0		0	0		0	0	0		0	0	0		0	0
Reduced Vol:	301	79		128	12		323	19	114		158	555	94		324	11
PCE Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	301	79		128	12		323	19	114		158	555	94		324	11
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800		1800	1800	1800		1800	1800	1800		1800	1800
Adjustment:	0.95	1.00		0.85	1.00		1.00	0.85	0.95		1.00	0.85	0.95		1.00	0.85
Lanes:	1.00	1.00		1.00	0.04		0.96	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Sat.:	1710	1800		1530	64		1732	1530	1710		1800	1530	1710		1800	1530
Capacity Analysis Module:																
Vol/Sat:	0.18	0.04		0.08	0.19		0.19	0.01	0.07		0.09	0.36	0.05		0.18	0.01
Crit Moves:	****						****		****						****	
Green/Cycle:	0.22	0.22		0.22	0.24		0.24	0.24	0.09		0.27	0.50	0.04		0.23	0.23
Volume/Cap:	0.78	0.20		0.37	0.78		0.78	0.05	0.78		0.32	0.73	1.33		0.78	0.03
Uniform Del:	26.3	22.6		23.6	25.7		25.7	21.2	32.3		20.8	14.2	34.5		26.0	21.5
IncremntDel:	10.1	0.2		0.7	9.1		9.1	0.1	23.6		0.4	3.6	216.8		9.4	0.0
Delay Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Delay/Veh:	36.3	22.9		24.3	34.8		34.8	21.2	55.9		21.2	17.8	251.3		35.5	21.5
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:	36.3	22.9		24.3	34.8		34.8	21.2	55.9		21.2	17.8	251.3		35.5	21.5
DesignQueue:	10	2		4	0		10	1	4		5	12	4		10	0

Scenario Report

Scenario:	Proposed All Con Road Summer Mitigated
Command:	Default Command
Volume:	Preferred
Geometry:	Preferred
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 SR 267 Bypass/I-80 WB	D	51.4	0.954	D	51.4	0.954	+ 0.000 D/V
# 2 SR 267 Bypass/I-80 EB	D	42.0	0.945	D	42.0	0.945	+ 0.000 D/V
# 4 I-80 EB/DPR	C	28.6	0.822	C	28.6	0.822	+ 0.000 D/V
# 5 DPR/Glenshire Drive	C	31.0	0.845	C	31.0	0.845	+ 0.000 D/V
# 6 DPR/Bridge Street	E	78.4	1.115	E	78.4	1.115	+ 0.000 D/V
# 7 Bridge Street West River St	D	40.0	0.899	D	40.0	0.899	+ 0.000 D/V
# 9 Brockway Road/Martis Valley Ro	B	15.8	0.747	B	15.8	0.747	+ 0.000 D/V
# 10 SR 267/Brockway Road/Joerger D	D	36.6	0.924	D	36.6	0.924	+ 0.000 D/V
# 11 SR 267/Airport Road/Schaffer M	D	40.7	0.898	D	40.7	0.898	+ 0.000 D/V
# 12 SR 267/Northstar Drive	D	42.6	1.020	D	42.6	1.020	+ 0.000 D/V
# 13 SR 28/SR 267	D	53.4	1.047	D	53.4	1.047	+ 0.000 D/V
# 14 SR 89/Donner Pass Road	D	52.6	0.907	D	52.6	0.907	+ 0.000 D/V

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

Intersection #1 SR 267 Bypass/I-80 WB

Cycle (sec):	120	Critical Vol./Cap. (X):	0.954
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	51.4
Optimal Cycle:	120	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:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	1	0 0	0	0	1	0 1	0	0	0	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	709	327	0		0	569	10		0	0	0		489	0	478	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	709	327	0		0	569	10		0	0	0		489	0	478	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.75	
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:	746	344	0		0	599	11		0	0	0		515	0	377	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	746	344	0		0	599	11		0	0	0		515	0	377	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	746	344	0		0	599	11		0	0	0		515	0	377	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.92	1.00	1.00		1.00	1.00	0.85		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	2.00	1.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	3317	1800	0		0	1800	1530		0	0	0		1714	0	1530	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.19	0.00		0.00	0.33	0.01		0.00	0.00	0.00		0.30	0.00	0.25	
Crit Moves:	****					****							****			
Green/Cycle:	0.24	0.58	0.00		0.00	0.35	0.35		0.00	0.00	0.00		0.32	0.00	0.32	
Volume/Cap:	0.95	0.33	0.00		0.00	0.95	0.02		0.00	0.00	0.00		0.95	0.00	0.78	
Uniform Del:	45.2	12.8	0.0		0.0	38.1	25.6		0.0	0.0	0.0		40.2	0.0	37.3	
IncremntDel:	21.5	0.2	0.0		0.0	24.9	0.0		0.0	0.0	0.0		27.4	0.0	8.1	
Delay Adj:	0.79	0.06	0.00		0.00	1.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	57.4	1.0	0.0		0.0	63.0	25.6		0.0	0.0	0.0		67.6	0.0	45.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	57.4	1.0	0.0		0.0	63.0	25.6		0.0	0.0	0.0		67.6	0.0	45.4	
DesignQueue:	40	10	0		0	28	0		0	0	0		25	0	18	

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

Intersection #2 SR 267 Bypass/I-80 EB

Cycle (sec):	105	Critical Vol./Cap. (X):	0.945
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	42.0
Optimal Cycle:	120	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:		Ovl				Include				Ovl				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	0	1	0 0	0	1	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	1036	433		381	677	0		0	0	550		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1036	433		381	677	0		0	0	550		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.75		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	1091	456		401	713	0		0	0	434		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1091	456		401	713	0		0	0	434		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1091	456		401	713	0		0	0	434		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	1.00	0.95	0.85		0.95	1.00	1.00		1.00	1.00	0.85		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3420	1530		1710	1800	0		0	1800	1530		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.30		0.23	0.40	0.00		0.00	0.00	0.28		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.34	0.34		0.25	0.59	0.00		0.00	0.00	0.30		0.00	0.00	0.00	
Volume/Cap:	0.00	0.95	0.88		0.95	0.68	0.00		0.00	0.00	0.95		0.00	0.00	0.00	
Uniform Del:	0.0	33.8	32.8		38.8	14.9	0.0		0.0	0.0	35.9		0.0	0.0	0.0	
IncremntDel:	0.0	15.2	16.3		30.1	1.8	0.0		0.0	0.0	28.6		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		0.78	0.06	0.00		0.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	49.0	49.2		60.3	2.6	0.0		0.0	0.0	64.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	49.0	49.2		60.3	2.6	0.0		0.0	0.0	64.5		0.0	0.0	0.0	
DesignQueue:	0	46	19		19	19	0		0	0	19		0	0	0	

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

Intersection #4 I-80 EB/DPR

Cycle (sec):	120	Critical Vol./Cap. (X):	0.822
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	28.6
Optimal Cycle:	88	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 0	0	0	1	0 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	820	0		0	526	0		360	0	283		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	820	0		0	526	0		360	0	283		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:	0.90	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	911	0		0	584	0		400	0	314		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	911	0		0	584	0		400	0	314		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	911	0		0	584	0		400	0	314		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.95	1.00	0.85		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	1800	0		0	1800	0		1710	0	1530		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.51	0.00		0.00	0.32	0.00		0.23	0.00	0.21		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.00	0.62	0.00		0.00	0.62	0.00		0.28	0.00	0.28		0.00	0.00	0.00	
Volume/Cap:	0.00	0.82	0.00		0.00	0.53	0.00		0.82	0.00	0.72		0.00	0.00	0.00	
Uniform Del:	0.0	18.0	0.0		0.0	13.1	0.0		40.1	0.0	38.6		0.0	0.0	0.0	
IncremntDel:	0.0	5.1	0.0		0.0	0.5	0.0		10.8	0.0	5.8		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	23.0	0.0		0.0	13.6	0.0		50.9	0.0	44.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	23.0	0.0		0.0	13.6	0.0		50.9	0.0	44.5		0.0	0.0	0.0	
DesignQueue:	0	27	0		0	16	0		20	0	16		0	0	0	

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

Intersection #5 DPR/Glenshire Drive

Cycle (sec):	85	Critical Vol./Cap. (X):	0.845
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	31.0
Optimal Cycle:	83	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	268	0	323		0	0	0		0	519	367		263	392	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:	268	0	323		0	0	0		0	519	367		263	392	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:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	298	0	359		0	0	0		0	577	408		292	436	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	298	0	359		0	0	0		0	577	408		292	436	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	298	0	359		0	0	0		0	577	408		292	436	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.95	1.00	0.85		1.00	1.00	1.00		1.00	1.00	0.85		0.95	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	1710	0	1530		0	0	0		0	1800	1530		1710	1800	0	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.00	0.23		0.00	0.00	0.00		0.00	0.32	0.27		0.17	0.24	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.28	0.00	0.28		0.00	0.00	0.00		0.00	0.38	0.38		0.20	0.58	0.00	
Volume/Cap:	0.63	0.00	0.85		0.00	0.00	0.00		0.00	0.85	0.70		0.85	0.42	0.00	
Uniform Del:	26.9	0.0	29.0		0.0	0.0	0.0		0.0	24.1	22.3		32.6	9.8	0.0	
IncremntDel:	2.7	0.0	14.4		0.0	0.0	0.0		0.0	9.5	3.9		17.2	0.3	0.0	
Delay Adj:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	29.5	0.0	43.4		0.0	0.0	0.0		0.0	33.6	26.2		49.8	10.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	29.5	0.0	43.4		0.0	0.0	0.0		0.0	33.6	26.2		49.8	10.1	0.0	
DesignQueue:	11	0	13		0	0	0		0	18	13		11	9	0	

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

Intersection #6 DPR/Bridge Street

Cycle (sec): 110 Critical Vol./Cap. (X): 1.115
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 78.4
Optimal Cycle: 120 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	0	1 0	0	1	1	0 1	0	1	1	0 1	0	1
Volume Module:																
Base Vol:	174	450	575		9	284	26		47	458	144		682	445	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	174	450	575		9	284	26		47	458	144		682	445	10	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.00		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	183	474	0		9	299	27		49	482	152		718	468	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	183	474	0		9	299	27		49	482	152		718	468	11	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	183	474	0		9	299	27		49	482	152		718	468	11	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.33	1.00	1.00		0.77	0.77	0.85		0.95	1.00	0.85		0.95	1.00	0.85	
Lanes:	1.00	1.00	1.00		0.03	0.97	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	599	1800	1800		40	1342	1530		1710	1800	1530		1710	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.26	0.00		0.22	0.22	0.02		0.03	0.27	0.10		0.42	0.26	0.01	
Crit Moves:	****									****			****			
Green/Cycle:	0.27	0.27	0.00		0.27	0.27	0.27		0.24	0.24	0.24		0.38	0.38	0.38	
Volume/Cap:	1.11	0.96	0.00		0.81	0.81	0.06		0.12	1.11	0.41		1.11	0.69	0.02	
Uniform Del:	39.9	39.4	0.0		37.3	37.3	29.5		32.7	41.8	35.2		34.3	28.9	21.5	
IncremntDel:	104.3	30.8	0.0		12.6	12.6	0.1		0.1	78.2	0.8		71.2	3.0	0.0	
Delay Adj:	0.75	0.75	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	134.2	60.2	0.0		49.9	49.9	29.6		32.8	120	36.0		105.5	31.9	21.5	
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:	134.2	60.2	0.0		49.9	49.9	29.6		32.8	120	36.0		105.5	31.9	21.5	
DesignQueue:	8	23	0		0	14	1		2	24	7		30	19	0	

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

Intersection #7 Bridge Street West River St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 40.0
Optimal Cycle: 119 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				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	1	0 1	1	0	0	1 0	0	1	0	0 1!	0	0
Volume Module:																
Base Vol:	450	938	19		58	815	237		217	17	518		26	15	44	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	450	938	19		58	815	237		217	17	518		26	15	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	474	987	20		61	858	249		228	18	545		27	16	46	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	474	987	20		61	858	249		228	18	545		27	16	46	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	474	987	20		61	858	249		228	18	545		27	16	46	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.95	1.00	1.00		0.95	0.92	0.92		0.96	0.96	0.85		0.92	0.92	0.92	
Lanes:	1.00	0.98	0.02		1.00	1.55	0.45		0.93	0.07	1.00		0.30	0.18	0.52	
Final Sat.:	1710	1759	36		1710	2561	743		1595	126	1530		500	296	852	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.56	0.56		0.04	0.34	0.34		0.14	0.14	0.36		0.05	0.05	0.05	
Crit Moves:	****					****				****				****		
Green/Cycle:	0.31	0.64	0.64		0.04	0.37	0.37		0.16	0.16	0.47		0.06	0.06	0.06	
Volume/Cap:	0.90	0.88	0.88		0.88	0.90	0.90		0.90	0.90	0.76		0.90	0.90	0.90	
Uniform Del:	39.7	17.7	17.7		57.3	35.5	35.5		49.5	49.5	26.4		56.0	56.0	56.0	
IncremntDel:	18.2	7.8	7.8		66.8	9.1	9.1		29.7	29.7	4.8		59.1	59.1	59.1	
Delay Adj:	1.00	1.00	1.00		0.97	0.60	0.60		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	57.9	25.5	25.5		122.5	30.5	30.5		79.2	79.2	31.3		115.1	115	115.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	57.9	25.5	25.5		122.5	30.5	30.5		79.2	79.2	31.3		115.1	115	115.1	
DesignQueue:	23	28	1		4	39	11		13	1	21		2	1	3	

Proposed All Con Road SummeWed May 21, 2003 14:05:15 Page 9-1

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

Intersection #9 Brockway Road/Martis Valley Road

Cycle (sec): 104 Critical Vol./Cap. (X): 0.747
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	0	0 1!	0	0	0	1 0	0	1	0	0 0	0	1
Volume Module:																
Base Vol:	277	873	0		16	608	155		114	0	154		0	0	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	277	873	0		16	608	155		114	0	154		0	0	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	308	970	0		18	676	172		127	0	171		0	0	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	308	970	0		18	676	172		127	0	171		0	0	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	308	970	0		18	676	172		127	0	171		0	0	16	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.43	1.00	1.00		0.95	0.95	0.95		0.95	1.00	0.85		1.00	1.00	0.87	
Lanes:	1.00	1.00	0.00		0.02	0.78	0.20		1.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	779	1800	0		36	1334	340		1714	0	1530		0	0	1557	
Capacity Analysis Module:																
Vol/Sat:	0.40	0.54	0.00		0.51	0.51	0.51		0.07	0.00	0.11		0.00	0.00	0.01	
Crit Moves:		****									****				****	
Green/Cycle:	0.72	0.72	0.00		0.72	0.72	0.72		0.15	0.00	0.15		0.00	0.00	0.01	
Volume/Cap:	0.55	0.75	0.00		0.70	0.70	0.70		0.50	0.00	0.75		0.00	0.00	0.75	
Uniform Del:	6.7	8.8	0.0		8.2	8.2	8.2		40.6	0.0	42.3		0.0	0.0	51.1	
IncremntDel:	1.1	2.4	0.0		1.8	1.8	1.8		1.5	0.0	12.7		0.0	0.0	85.8	
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	1.00	
Delay/Veh:	7.8	11.2	0.0		10.0	10.0	10.0		42.1	0.0	55.0		0.0	0.0	136.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	7.8	11.2	0.0		10.0	10.0	10.0		42.1	0.0	55.0		0.0	0.0	136.9	
Design ueue:	5	18	0		0	12	3		6	0	9		0	0	1	

Proposed All Con Road SummeWed May 21, 2003 14:05:15 Page 10-1

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

Intersection #10 SR 267/Brockway Road/Joerger Drive

Cycle (sec): 120 Critical Vol./Cap. (X): 0.924
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 36.6
Optimal Cycle: 120 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				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 1	1	0	1	0 2	0	1	0	1 0	0	1	0	0 1!	0	0
Volume Module:																
Base Vol:	1069	1338	14		55	1053	119		96	5	956		10	5	35	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1069	1338	14		55	1053	119		96	5	956		10	5	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.00		0.90	0.90	0.90	
PHF Volume:	1188	1487	16		61	1170	132		107	6	0		11	6	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1188	1487	16		61	1170	132		107	6	0		11	6	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	1188	1487	16		61	1170	132		107	6	0		11	6	39	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.92	0.95	0.95		0.95	0.95	0.85		0.96	0.96	1.00		0.90	0.90	0.90	
Lanes:	2.00	1.98	0.02		1.00	2.00	1.00		0.95	0.05	1.00		0.20	0.11	0.69	
Final Sat.:	3317	3377	36		1710	3420	1530		1628	91	1800		317	173	1124	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.44	0.44		0.04	0.34	0.09		0.07	0.07	0.00		0.03	0.03	0.03	
Crit Moves:	****					****				****					****	
Green/Cycle:	0.39	0.70	0.70		0.06	0.37	0.37		0.07	0.07	0.00		0.04	0.04	0.04	
Volume/Cap:	0.92	0.63	0.63		0.63	0.92	0.23		0.92	0.92	0.00		0.92	0.92	0.92	
Uniform Del:	35.1	9.6	9.6		55.4	36.2	26.0		55.4	55.4	0.0		57.6	57.6	57.6	
IncremntDel:	11.2	0.5	0.5		12.4	11.4	0.2		58.1	58.1	0.0		88.4	88.4	88.4	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Delay/Veh:	46.3	10.1	10.1		67.7	47.5	26.2		113.5	114	0.0		145.9	146	145.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.3	10.1	10.1		67.7	47.5	26.2		113.5	114	0.0		145.9	146	145.9	
DesignQueue:	53	33	0		4	53	6		7	0	0		1	0	3	

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

Intersection #11 SR 267/Airport Road/Schaffer Mill Road

Cycle (sec): 120 Critical Vol./Cap. (X): 0.898
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 40.7
Optimal Cycle: 119 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 0	1	2 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	72	1281	139	391	1232	396	509	45	104	158	91	631
Growth Adj:	1.00	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	1281	139	391	1232	396	509	45	104	158	91	631
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	76	1348	146	412	1297	417	536	47	109	166	96	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1348	146	412	1297	417	536	47	109	166	96	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	76	1348	146	412	1297	417	536	47	109	166	96	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	0.90	0.90	0.95	0.95	0.85	0.92	0.90	0.90	0.95	1.00	1.00
Lanes:	1.00	2.71	0.29	1.00	2.00	1.00	2.00	0.30	0.70	1.00	1.00	1.00
Final Sat.:	1710	4367	473	1710	3420	1530	3317	485	1126	1710	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.24	0.38	0.27	0.16	0.10	0.10	0.10	0.05	0.00
Crit Moves:		****		****			****			****		
Green/Cycle:	0.06	0.34	0.34	0.27	0.55	0.73	0.18	0.18	0.18	0.11	0.11	0.00
Volume/Cap:	0.69	0.90	0.90	0.90	0.69	0.37	0.90	0.54	0.54	0.90	0.49	0.00
Uniform Del:	55.0	37.4	37.4	42.3	19.8	6.1	48.1	44.7	44.7	52.9	50.4	0.0
IncremntDel:	17.3	6.9	6.9	20.1	1.1	0.2	16.4	2.0	2.0	38.9	2.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	72.3	44.3	44.3	62.4	20.9	6.3	64.5	46.7	46.7	91.7	52.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.3	44.3	44.3	62.4	20.9	6.3	64.5	46.7	46.7	91.7	52.4	0.0
DesignQueue:	5	63	7	21	43	8	30	3	6	10	6	0

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

Intersection #12 SR 267/Northstar Drive

Cycle (sec): 110 Critical Vol./Cap. (X): 1.020
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 42.6
Optimal Cycle: 120 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:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	177	1112	11	6	1004	381	320	23	194	2	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	1112	11	6	1004	381	320	23	194	2	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	186	1171	12	6	1057	401	337	24	204	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1171	12	6	1057	401	337	24	204	2	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	186	1171	12	6	1057	401	337	24	204	2	1	1
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.85	0.96	0.96	0.85	0.94	0.94	0.94
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	0.93	0.07	1.00	0.50	0.25	0.25
Final Sat.:	1710	3382	35	1710	1800	1530	1605	114	1530	849	424	424
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.00	0.59	0.26	0.21	0.21	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****			****		
Green/Cycle:	0.11	0.68	0.68	0.01	0.58	0.58	0.21	0.21	0.21	0.00	0.00	0.00
Volume/Cap:	1.02	0.51	0.51	0.51	1.02	0.46	1.02	1.02	0.65	1.02	1.02	1.02
Uniform Del:	49.1	8.8	8.8	54.4	23.3	13.4	43.7	43.7	40.0	54.9	54.9	54.9
IncremntDel:	71.8	0.2	0.2	33.6	33.0	0.4	52.9	52.9	4.6	463.2	463	463.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	121.0	9.0	9.0	88.0	56.3	13.8	96.6	96.6	44.7	518.1	518	518.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.0	9.0	9.0	88.0	56.3	13.8	96.6	96.6	44.7	518.1	518	518.1
DesignQueue:	10	25	0	0	32	11	17	1	10	0	0	0

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

Intersection #13 SR 28/SR 267

Cycle (sec): 100 Critical Vol./Cap. (X): 1.047
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 53.4
Optimal Cycle: 120 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	1! 0	0		0 1	0 0	1		1 0	1 1	0		1 0	2 0	1	
Volume Module:																
Base Vol:	1	0	2	428	1	422	314	825	1	2	610	634				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1	0	2	428	1	422	314	825	1	2	610	634				
User Adj:	1.00	1.00	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:	1	0	2	451	1	444	331	868	1	2	642	667				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1	0	2	451	1	444	331	868	1	2	642	667				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	1	0	2	451	1	444	331	868	1	2	642	667				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.90	1.00	0.90	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.95	0.85				
Lanes:	0.33	0.00	0.67	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00				
Final Sat.:	537	0	1075	1710	4	1530	1710	3416	4	1710	3420	1530				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.29	0.19	0.25	0.25	0.00	0.19	0.44				
Crit Moves:	****					****	****					****				
Green/Cycle:	0.00	0.00	0.00	0.28	0.28	0.28	0.18	0.60	0.60	0.00	0.42	0.42				
Volume/Cap:	1.05	0.00	1.05	0.95	0.95	1.05	1.05	0.42	0.42	0.42	0.45	1.05				
Uniform Del:	49.9	0.0	49.9	35.5	35.5	36.1	40.8	10.8	10.8	49.8	21.0	29.2				
IncremntDel:	554.9	0.0	554.9	29.4	29.4	56.6	63.5	0.1	0.1	51.7	0.2	48.6				
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Delay/Veh:	604.8	0.0	604.8	64.9	64.9	92.7	104.3	11.0	11.0	101.5	21.2	77.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	604.8	0.0	604.8	64.9	64.9	92.7	104.3	11.0	11.0	101.5	21.2	77.8				
DesignQueue:	0	0	0	19	0	19	16	21	0	0	22	24				

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

Intersection #14 SR 89/Donner Pass Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.907
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 52.6
Optimal Cycle: 119 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	1 0	1		0 1	0 0	1		1 0	1 0	1		1 0	1 0	1	
Volume Module:																
Base Vol:	572	48	43	10	198	180	91	192	544	85	393	10				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	572	48	43	10	198	180	91	192	544	85	393	10				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	602	51	45	11	208	189	96	202	573	89	414	11				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	602	51	45	11	208	189	96	202	573	89	414	11				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	602	51	45	11	208	189	96	202	573	89	414	11				
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800				
Adjustment:	0.95	1.00	0.85	1.00	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85				
Lanes:	1.00	1.00	1.00	0.05	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Sat.:	1710	1800	1530	90	1706	1530	1710	1800	1530	1710	1800	1530				
Capacity Analysis Module:																
Vol/Sat:	0.35	0.03	0.03	0.12	0.12	0.12	0.06	0.11	0.37	0.05	0.23	0.01				
Crit Moves:	****					****	****				****					
Green/Cycle:	0.39	0.39	0.39	0.14	0.14	0.14	0.06	0.28	0.67	0.04	0.25	0.25				
Volume/Cap:	0.91	0.07	0.08	0.89	0.89	0.91	0.91	0.41	0.56	1.35	0.91	0.03				
Uniform Del:	28.9	19.3	19.3	42.5	42.5	42.6	46.6	29.4	9.0	48.1	36.2	28.1				
IncremntDel:	16.2	0.0	0.1	31.3	31.3	37.7	58.7	0.5	0.7	230.5	21.6	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Delay/Veh:	45.1	19.3	19.3	73.8	73.8	80.2	105.3	30.0	9.7	278.5	57.7	28.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	45.1	19.3	19.3	73.8	73.8	80.2	105.3	30.0	9.7	278.5	57.7	28.1				
DesignQueue:	22	2	2	1	10	9	5	8	12	5	18	0				

Scenario Report

Scenario:	Proposed All Con Road Winter Mitigated
Command:	Default Command
Volume:	Preferred
Geometry:	Preferred
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 SR 267 Bypass/I-80 WB	C	32.0	0.805	C	32.0	0.805	+ 0.000 D/V
# 2 SR 267 Bypass/I-80 EB	B	10.7	0.742	B	10.7	0.742	+ 0.000 D/V
# 4 I-80 EB/DPR	B	17.7	0.776	B	17.7	0.776	+ 0.000 D/V
# 5 DPR/Glenshire Drive	C	26.9	0.701	C	26.9	0.701	+ 0.000 D/V
# 6 DPR/Bridge Street	C	32.3	0.748	C	32.3	0.748	+ 0.000 D/V
# 7 Bridge Street West River St	E	62.4	1.014	E	62.4	1.014	+ 0.000 D/V
# 9 Brockway Road/Martis Valley Ro	B	11.6	0.722	B	11.6	0.722	+ 0.000 D/V
# 10 SR 267/Brockway Road/Joerger D	D	41.3	0.947	D	41.3	0.947	+ 0.000 D/V
# 11 SR 267/Airport Road/Schaffer M	E	64.8	1.075	E	64.8	1.075	+ 0.000 D/V
# 12 SR 267/Northstar Drive	D	42.3	0.967	D	42.3	0.967	+ 0.000 D/V
# 13 SR 28/SR 267	E	66.3	1.095	E	66.3	1.095	+ 0.000 D/V
# 14 SR 89/Donner Pass Road	D	39.2	0.783	D	39.2	0.783	+ 0.000 D/V

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

Intersection #1 SR 267 Bypass/I-80 WB

Cycle (sec): 120 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.0
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 1	0	0	0	0 1	0	1	0	0 0	0	0	0	1 0	0	1
Volume Module:																
Base Vol:	372	226	0		0	853	5		0	0	0		175	0	124	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	372	226	0		0	853	5		0	0	0		175	0	124	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.75	
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:	392	238	0		0	898	5		0	0	0		184	0	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	392	238	0		0	898	5		0	0	0		184	0	98	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	392	238	0		0	898	5		0	0	0		184	0	98	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.92	1.00	1.00		1.00	1.00	0.85		1.00	1.00	1.00		0.95	1.00	0.85	
Lanes:	2.00	1.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	3317	1800	0		0	1800	1530		0	0	0		1714	0	1530	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.13	0.00		0.00	0.50	0.00		0.00	0.00	0.00		0.11	0.00	0.06	
Crit Moves:	****					****							****			
Green/Cycle:	0.15	0.77	0.00		0.00	0.62	0.62		0.00	0.00	0.00		0.13	0.00	0.13	
Volume/Cap:	0.80	0.17	0.00		0.00	0.80	0.01		0.00	0.00	0.00		0.80	0.00	0.48	
Uniform Del:	49.5	3.8	0.0		0.0	17.3	8.7		0.0	0.0	0.0		50.5	0.0	48.1	
IncremntDel:	9.5	0.1	0.0		0.0	4.4	0.0		0.0	0.0	0.0		18.5	0.0	1.8	
Delay Adj:	0.89	0.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00		1.00	0.00	1.00	
Delay/Veh:	53.3	0.1	0.0		0.0	21.7	8.7		0.0	0.0	0.0		68.9	0.0	49.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.3	0.1	0.0		0.0	21.7	8.7		0.0	0.0	0.0		68.9	0.0	49.9	
DesignQueue:	23	4	0		0	26	0		0	0	0		11	0	6	

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

Intersection #2 SR 267 Bypass/I-80 EB

Cycle (sec): 105 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	0	1	1	0 1	0	0	0	1 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	0	810	341		57	921	0		0	0	231		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	810	341		57	921	0		0	0	231		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.75		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	853	359		60	969	0		0	0	182		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	853	359		60	969	0		0	0	182		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	853	359		60	969	0		0	0	182		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	1.00	0.95	0.85		0.95	1.00	1.00		1.00	1.00	0.85		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00	
Final Sat.:	0	3420	1530		1710	1800	0		0	1800	1530		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.23		0.04	0.54	0.00		0.00	0.00	0.12		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.00	0.64	0.64		0.09	0.73	0.00		0.00	0.00	0.16		0.00	0.00	0.00	
Volume/Cap:	0.00	0.39	0.37		0.39	0.74	0.00		0.00	0.00	0.74		0.00	0.00	0.00	
Uniform Del:	0.0	9.3	9.1		45.1	8.6	0.0		0.0	0.0	42.0		0.0	0.0	0.0	
IncremntDel:	0.0	0.1	0.2		1.7	2.3	0.0		0.0	0.0	11.5		0.0	0.0	0.0	
Delay Adj:	0.00	1.00	1.00		0.93	0.00	0.00		0.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	9.4	9.3		43.8	2.3	0.0		0.0	0.0	53.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	9.4	9.3		43.8	2.3	0.0		0.0	0.0	53.5		0.0	0.0	0.0	
DesignQueue:	0	19	8		3	18	0		0	0	9		0	0	0	

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

Intersection #4 I-80 EB/DPR

Cycle (sec):	50	Critical Vol./Cap. (X):	0.776
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	17.7
Optimal Cycle:	56	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	0 0	1	0	0	0 0	1	0	0	0 0	1!	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	0	484		0	0	270		0	360		0	82	0		0	0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	484		0	0	270		0	360		0	82	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:	0.90	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	538		0	0	300		0	400		0	91	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	538		0	0	300		0	400		0	91	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	0	538		0	0	300		0	400		0	91	0		0	0
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800		1800	1800	1800		1800	1800
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	0.94		1.00	0.94	1.00		1.00	1.00
Lanes:	0.00	1.00		0.00	1.00	1.00		0.00	0.81		0.00	0.19	0.00		0.00	0.00
Final Sat.:	0	1800		0	0	1800		0	1374		0	313	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30		0.00	0.00	0.17		0.00	0.29		0.00	0.29	0.00		0.00	0.00
Crit Moves:		****			****							****				
Green/Cycle:	0.00	0.38		0.00	0.00	0.38		0.00	0.38		0.00	0.38	0.00		0.00	0.00
Volume/Cap:	0.00	0.78		0.00	0.00	0.43		0.00	0.78		0.00	0.78	0.00		0.00	0.00
Uniform Del:	0.0	13.5		0.0	0.0	11.3		0.0	13.8		0.0	13.8	0.0		0.0	0.0
IncremntDel:	0.0	5.5		0.0	0.0	0.4		0.0	6.0		0.0	6.0	0.0		0.0	0.0
Delay Adj:	0.00	1.00		0.00	0.00	1.00		0.00	1.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	0.0	19.0		0.0	0.0	11.8		0.0	19.8		0.0	19.8	0.0		0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	19.0		0.0	0.0	11.8		0.0	19.8		0.0	19.8	0.0		0.0	0.0
DesignQueue:	0	10		0	0	5		0	7		0	2	0		0	0

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

Intersection #5 DPR/Glenshire Drive

Cycle (sec):	85	Critical Vol./Cap. (X):	0.701
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	26.9
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1 0	0	0	1	0 0	0	0	0	0 0	1	0	1	1 0	1	0	0
Volume Module:																
Base Vol:	271	0		162	0	0		0	0	322		367	245	107		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:	271	0		162	0	0		0	0	322		367	245	107		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:	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90
PHF Volume:	301	0		180	0	0		0	0	358		408	272	119		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	301	0		180	0	0		0	0	358		408	272	119		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	301	0		180	0	0		0	0	358		408	272	119		0
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.95	1.00		0.85	1.00	1.00		1.00	1.00	1.00		0.85	0.95	1.00		1.00
Lanes:	1.00	0.00		1.00	0.00	0.00		0.00	0.00	1.00		1.00	1.00	1.00		0.00
Final Sat.:	1710	0		1530	0	0		0	0	1800		1530	1710	1800		0
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00		0.12	0.00	0.00		0.00	0.00	0.20		0.27	0.16	0.07		0.00
Crit Moves:	****											****	****			
Green/Cycle:	0.25	0.00		0.25	0.00	0.00		0.00	0.00	0.38		0.38	0.23	0.61		0.00
Volume/Cap:	0.70	0.00		0.47	0.00	0.00		0.00	0.00	0.52		0.70	0.70	0.11		0.00
Uniform Del:	28.9	0.0		27.0	0.0	0.0		0.0	0.0	20.4		22.2	30.2	7.0		0.0
IncremntDel:	5.1	0.0		0.9	0.0	0.0		0.0	0.0	0.7		3.8	5.6	0.0		0.0
Delay Adj:	1.00	0.00		1.00	0.00	0.00		0.00	0.00	1.00		1.00	1.00	1.00		0.00
Delay/Veh:	34.0	0.0		27.9	0.0	0.0		0.0	0.0	21.1		26.0	35.8	7.1		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	34.0	0.0		27.9	0.0	0.0		0.0	0.0	21.1		26.0	35.8	7.1		0.0
DesignQueue:	11	0		7	0	0		0	0	11		13	10	2		0

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

Intersection #6 DPR/Bridge Street

Cycle (sec): 110 Critical Vol./Cap. (X): 0.748
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.3
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 1	0 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	223	468	483	9	275	27	47	197	185	402	325	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	468	483	9	275	27	47	197	185	402	325	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	235	493	0	9	289	28	49	207	195	423	342	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	493	0	9	289	28	49	207	195	423	342	11
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	235	493	0	9	289	28	49	207	195	423	342	11
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.45	1.00	1.00	0.99	0.99	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.00	1.00	0.03	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	806	1800	1800	54	1721	1530	1710	1800	1530	1710	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.29	0.27	0.00	0.17	0.17	0.02	0.03	0.12	0.13	0.25	0.19	0.01
Crit Moves:	****								****	****		
Green/Cycle:	0.39	0.39	0.00	0.39	0.39	0.39	0.17	0.17	0.17	0.33	0.33	0.33
Volume/Cap:	0.75	0.70	0.00	0.43	0.43	0.05	0.17	0.67	0.75	0.75	0.57	0.02
Uniform Del:	28.9	28.2	0.0	24.6	24.6	20.9	39.0	42.8	43.4	32.7	30.4	24.8
IncremntDel:	9.5	3.2	0.0	0.4	0.4	0.0	0.3	5.8	11.3	5.5	1.4	0.0
Delay Adj:	0.57	0.57	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.1	19.4	0.0	25.1	25.1	20.9	39.2	48.6	54.7	38.2	31.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	19.4	0.0	25.1	25.1	20.9	39.2	48.6	54.7	38.2	31.8	24.8
DesignQueue:	9	20	0	0	11	1	3	11	10	18	15	0

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

Intersection #7 Bridge Street West River St

Cycle (sec): 120 Critical Vol./Cap. (X): 1.014
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 62.4
Optimal Cycle: 120 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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	499	671	29	50	710	102	464	17	828	30	20	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	671	29	50	710	102	464	17	828	30	20	39
User Adj:	1.00	1.00	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:	525	706	31	53	747	107	488	18	872	32	21	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	525	706	31	53	747	107	488	18	872	32	21	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	525	706	31	53	747	107	488	18	872	32	21	41
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	0.99	0.99	0.95	0.93	0.93	0.95	0.95	0.85	0.93	0.93	0.93
Lanes:	1.00	0.96	0.04	1.00	1.75	0.25	0.96	0.04	1.00	0.34	0.22	0.44
Final Sat.:	1710	1714	75	1710	2935	420	1656	61	1530	567	372	726
Capacity Analysis Module:												
Vol/Sat:	0.31	0.41	0.41	0.03	0.25	0.25	0.29	0.29	0.57	0.06	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.30	0.52	0.52	0.04	0.25	0.25	0.29	0.29	0.59	0.06	0.06	0.06
Volume/Cap:	1.01	0.80	0.80	0.80	1.01	1.01	1.01	1.01	0.96	1.01	1.01	1.01
Uniform Del:	41.8	24.0	24.0	57.2	44.9	44.9	42.6	42.6	23.1	56.7	56.7	56.7
IncremntDel:	43.1	5.0	5.0	48.1	34.6	34.6	43.9	43.9	20.8	97.4	97.4	97.4
Delay Adj:	1.00	1.00	1.00	0.97	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.0	29.0	29.0	103.8	69.5	69.5	86.4	86.4	43.9	154.0	154	154.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	29.0	29.0	103.8	69.5	69.5	86.4	86.4	43.9	154.0	154	154.0
DesignQueue:	26	25	1	3	40	6	25	1	27	2	1	3

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

Intersection #9 Brockway Road/Martis Valley Road

Cycle (sec): 104 Critical Vol./Cap. (X): 0.722
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	1	0	0	0 1!	0	0	0	1 0	0	1	0	0 0	0	1
Volume Module:																
Base Vol:	196	916	0		16	624	167		96	0	72		0	0	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	196	916	0		16	624	167		96	0	72		0	0	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	218	1018	0		18	693	186		107	0	80		0	0	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	218	1018	0		18	693	186		107	0	80		0	0	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	218	1018	0		18	693	186		107	0	80		0	0	16	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.39	1.00	1.00		0.95	0.95	0.95		0.95	1.00	0.85		1.00	1.00	0.87	
Lanes:	1.00	1.00	0.00		0.02	0.77	0.21		1.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	704	1800	0		34	1318	354		1714	0	1530		0	0	1557	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.57	0.00		0.53	0.53	0.53		0.06	0.00	0.05		0.00	0.00	0.01	
Crit Moves:		****							****						****	
Green/Cycle:	0.78	0.78	0.00		0.78	0.78	0.78		0.09	0.00	0.09		0.00	0.00	0.01	
Volume/Cap:	0.40	0.72	0.00		0.67	0.67	0.67		0.72	0.00	0.60		0.00	0.00	0.72	
Uniform Del:	3.5	5.6	0.0		5.1	5.1	5.1		46.3	0.0	45.8		0.0	0.0	51.1	
IncremntDel:	0.5	1.9	0.0		1.3	1.3	1.3		15.9	0.0	7.7		0.0	0.0	75.0	
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	1.00	
Delay/Veh:	4.0	7.5	0.0		6.5	6.5	6.5		62.2	0.0	53.5		0.0	0.0	126.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	4.0	7.5	0.0		6.5	6.5	6.5		62.2	0.0	53.5		0.0	0.0	126.1	
DesignQueue:	3	15	0		0	10	3		6	0	4		0	0	1	

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

Intersection #10 SR 267/Brockway Road/Joerger Drive

Cycle (sec): 120 Critical Vol./Cap. (X): 0.947
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 41.3
Optimal Cycle: 120 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				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 1	1	0	1	0 2	0	1	0	1 0	0	1	0	0 1!	0	0
Volume Module:																
Base Vol:	1078	916	14		44	1152	29		73	5	618		10	5	35	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1078	916	14		44	1152	29		73	5	618		10	5	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.00		0.90	0.90	0.90	
PHF Volume:	1198	1018	16		49	1280	32		81	6	0		11	6	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1198	1018	16		49	1280	32		81	6	0		11	6	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	1198	1018	16		49	1280	32		81	6	0		11	6	39	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.92	0.95	0.95		0.95	0.95	0.85		0.96	0.96	1.00		0.90	0.90	0.90	
Lanes:	2.00	1.97	0.03		1.00	2.00	1.00		0.93	0.07	1.00		0.20	0.11	0.69	
Final Sat.:	3317	3360	53		1710	3420	1530		1602	119	1800		317	173	1124	
Capacity Analysis Module:																
Vol/Sat:	0.36	0.30	0.30		0.03	0.37	0.02		0.05	0.05	0.00		0.03	0.03	0.03	
Crit Moves:	****					****			****						****	
Green/Cycle:	0.38	0.71	0.71		0.07	0.40	0.40		0.05	0.05	0.00		0.04	0.04	0.04	
Volume/Cap:	0.95	0.43	0.43		0.43	0.95	0.05		0.95	0.95	0.00		0.95	0.95	0.95	
Uniform Del:	35.9	7.3	7.3		53.8	35.1	22.4		56.6	56.6	0.0		57.7	57.7	57.7	
IncremntDel:	14.5	0.1	0.1		2.5	13.8	0.0		76.3	76.3	0.0		97.6	97.6	97.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Delay/Veh:	50.4	7.4	7.4		56.3	48.8	22.4		132.9	133	0.0		155.3	155	155.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.4	7.4	7.4		56.3	48.8	22.4		132.9	133	0.0		155.3	155	155.3	
DesignQueue:	54	21	0		3	57	1		5	0	0		1	0	3	

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

Intersection #11 SR 267/Airport Road/Schaffer Mill Road

Cycle (sec): 105 Critical Vol./Cap. (X): 1.075
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 64.8
Optimal Cycle: 120 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			Ovl			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	42	818	81	446	935	399	559	45	97	71	91	631
Growth Adj:	1.00	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	818	81	446	935	399	559	45	97	71	91	631
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	44	861	85	469	984	420	588	47	102	75	96	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	861	85	469	984	420	588	47	102	75	96	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	44	861	85	469	984	420	588	47	102	75	96	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.90	0.90	0.95	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	2.00	1.00	1.00	0.32	0.68	1.00	1.00	1.00
Final Sat.:	1710	3072	303	1710	3420	1530	1710	509	1105	1710	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.27	0.29	0.27	0.34	0.09	0.09	0.04	0.05	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.26	0.26	0.26	0.47	0.79	0.32	0.32	0.32	0.05	0.05	0.00
Volume/Cap:	0.61	1.07	1.07	1.07	0.61	0.35	1.07	0.29	0.29	0.88	1.07	0.00
Uniform Del:	49.4	38.8	38.8	39.1	20.4	3.1	35.7	26.7	26.7	49.6	49.9	0.0
IncremntDel:	14.0	52.4	52.4	64.5	0.7	0.2	60.0	0.3	0.3	60.7	117	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	63.4	91.2	91.2	103.6	21.1	3.3	95.7	27.1	27.1	110.3	167	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	91.2	91.2	103.6	21.1	3.3	95.7	27.1	27.1	110.3	167	0.0
DesignQueue:	2	40	4	22	32	5	25	2	4	4	5	0

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

Intersection #12 SR 267/Northstar Drive

Cycle (sec): 95 Critical Vol./Cap. (X): 0.967
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 42.3
Optimal Cycle: 120 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:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 0	1	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	158	435	11	6	853	255	682	23	358	2	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	435	11	6	853	255	682	23	358	2	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	166	458	12	6	898	268	718	24	377	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	458	12	6	898	268	718	24	377	2	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	166	458	12	6	898	268	718	24	377	2	1	1
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.85	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	1.95	0.05	1.00	1.00	1.00	1.94	0.06	1.00	0.50	0.25	0.25
Final Sat.:	1710	3319	87	1710	1800	1530	3323	111	1530	849	424	424
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.14	0.00	0.50	0.18	0.22	0.22	0.25	0.00	0.00	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.60	0.60	0.02	0.52	0.52	0.25	0.25	0.25	0.00	0.00	0.00
Volume/Cap:	0.97	0.23	0.23	0.23	0.97	0.34	0.85	0.85	0.97	0.97	0.97	0.97
Uniform Del:	42.6	8.8	8.8	46.2	22.2	13.5	33.6	33.6	35.0	47.4	47.4	47.4
IncremntDel:	58.7	0.1	0.1	4.5	21.8	0.3	7.8	7.8	36.8	416.0	416	416.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	101.3	8.8	8.8	50.7	44.0	13.7	41.4	41.4	71.8	463.4	463	463.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.3	8.8	8.8	50.7	44.0	13.7	41.4	41.4	71.8	463.4	463	463.4
DesignQueue:	8	10	0	0	26	7	30	1	16	0	0	0

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

Intersection #13 SR 28/SR 267

Cycle (sec): 110 Critical Vol./Cap. (X): 1.095
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 66.3
Optimal Cycle: 120 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	1	0	1	517	2	468	349	842	1	1	946	636
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	517	2	468	349	842	1	1	946	636
User Adj:	1.00	1.00	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:	1	0	1	544	2	493	367	886	1	1	996	669
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	544	2	493	367	886	1	1	996	669
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	0	1	544	2	493	367	886	1	1	996	669
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.91	1.00	0.91	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.95	0.85
Lanes:	0.50	0.00	0.50	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	820	0	820	1709	6	1530	1710	3416	4	1710	3420	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.32	0.32	0.21	0.26	0.26	0.00	0.29	0.44
Crit Moves:	****					****	****					****
Green/Cycle:	0.00	0.00	0.00	0.29	0.29	0.29	0.20	0.59	0.59	0.00	0.40	0.40
Volume/Cap:	1.09	0.00	1.09	1.08	1.08	1.09	1.09	0.44	0.44	0.44	0.73	1.09
Uniform Del:	54.9	0.0	54.9	38.8	38.8	38.8	44.2	12.2	12.2	54.9	28.0	33.0
IncremntDel:	718.3	0.0	718.3	63.8	63.8	70.5	77.0	0.2	0.2	96.9	2.0	65.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	773.3	0.0	773.3	102.6	103	109.4	121.2	12.4	12.4	151.8	30.0	98.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	773.3	0.0	773.3	102.6	103	109.4	121.2	12.4	12.4	151.8	30.0	98.0
DesignQueue:	0	0	0	25	0	23	19	23	0	0	39	27

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

Intersection #14 SR 89/Donner Pass Road

Cycle (sec): 73 Critical Vol./Cap. (X): 0.783
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: 73 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 1	0 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	286	75	122	11	309	18	108	148	528	88	310	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	75	122	11	309	18	108	148	528	88	310	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	301	79	128	12	325	19	114	156	556	93	326	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	79	128	12	325	19	114	156	556	93	326	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	301	79	128	12	325	19	114	156	556	93	326	11
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	1.00	0.85	1.00	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.00	1.00	0.04	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1710	1800	1530	64	1732	1530	1710	1800	1530	1710	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.18	0.04	0.08	0.19	0.19	0.01	0.07	0.09	0.36	0.05	0.18	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.24	0.24	0.24	0.09	0.28	0.50	0.04	0.23	0.23
Volume/Cap:	0.78	0.20	0.37	0.78	0.78	0.05	0.78	0.31	0.73	1.32	0.78	0.03
Uniform Del:	26.6	22.9	23.9	26.0	26.0	21.4	32.7	21.0	14.3	35.0	26.3	21.7
IncremntDel:	10.1	0.2	0.7	9.1	9.1	0.1	23.6	0.4	3.5	214.8	9.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	36.7	23.2	24.6	35.0	35.0	21.4	56.3	21.4	17.8	249.8	35.7	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	23.2	24.6	35.0	35.0	21.4	56.3	21.4	17.8	249.8	35.7	21.8
DesignQueue:	10	3	4	0	11	1	4	5	12	4	11	0