Appendix I

Traffic Data

TECHNICAL TRANSPORTATION APPENDIX

James Donlon Boulevard Extension EIR

March 2012

1021-1822A

FEHR PEERS

Table of Contents

APPENDIX A
TRAFFIC COUNTS

FEHR PEERS

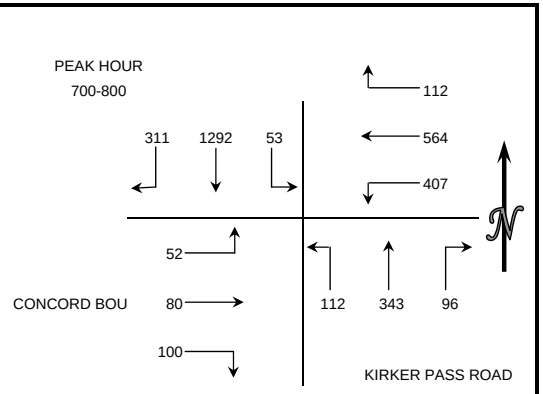
WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

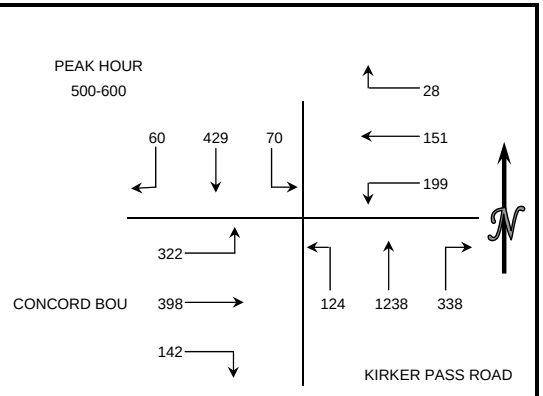
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS
PROJECT: PITTSBURG AND CONCORD TRAFFIC COUNTS
DATE: WEDNESDAY JUNE 6, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S KIRKER PASS ROAD
E/W CONCORD BOULEVARD
CITY: CONCORD

15 MIN COUNTS	7:00 AM TO 9:00 AM												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	66	313	2	36	132	80	12	68	27	22	23	6	787
715-730	88	331	8	46	161	116	24	83	23	25	12	11	928
730-745	61	336	29	16	140	107	36	95	24	19	22	12	897
745-800	96	312	14	14	131	104	24	97	38	34	23	23	910
800-815	32	247	8	10	104	82	37	91	29	20	35	22	717
815-830	45	273	15	22	86	88	29	69	49	40	39	22	777
830-845	46	273	11	19	69	71	30	56	29	44	30	13	691
845-900	16	186	11	12	83	69	18	76	34	51	31	8	595
HOUR TOTALS													
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	311	1292	53	112	564	407	96	343	112	100	80	52	3522
715-815	277	1226	59	86	536	409	121	366	114	98	92	68	3452
730-830	234	1168	66	62	461	381	126	352	140	113	119	79	3301
745-845	219	1105	48	65	390	345	120	313	145	138	127	80	3095
800-900	139	979	45	63	342	310	114	292	141	155	135	65	2780



15 MIN COUNTS	4:00 PM TO 6:00 PM												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	13	98	6	16	34	50	65	316	25	39	70	46	778
415-430	24	115	16	21	44	55	69	339	50	58	96	71	958
430-445	21	114	12	13	35	49	69	345	34	39	125	84	940
445-500	11	101	18	1	41	39	60	296	31	23	80	47	748
500-515	17	95	20	7	42	54	68	319	33	27	90	62	834
515-530	9	107	21	2	34	60	93	337	25	33	101	85	907
530-545	15	111	17	12	39	57	84	330	30	35	92	97	919
545-600	19	116	12	7	36	28	93	252	36	47	115	78	839
HOUR TOTALS													
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	69	428	52	51	154	193	263	1296	140	159	371	248	3424
415-515	73	425	66	42	162	197	266	1299	148	147	391	264	3480
430-530	58	417	71	23	152	202	290	1297	123	122	396	278	3429
445-545	52	414	76	22	156	210	305	1282	119	118	363	291	3408
500-600	60	429	70	28	151	199	338	1238	124	142	398	322	3499



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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

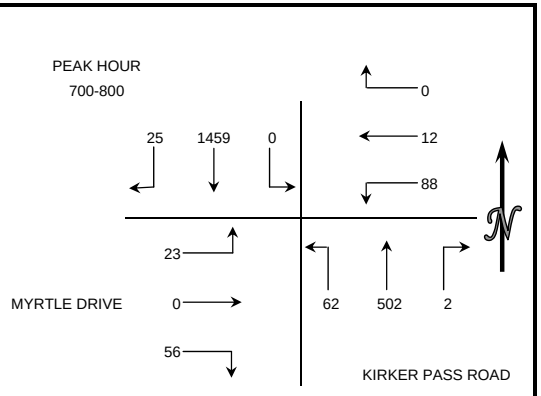
CLIENT: FEHR & PEERS
PROJECT: PITTSBURG AND CONCORD TRAFFIC COUNTS
DATE: WEDNESDAY JUNE 6, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S KIRKER PASS ROAD
E/W MYRTLE DRIVE
CITY: CONCORD

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	3	365	0	0	1	18	1	97	15	9	0	3	512
715-730	4	375	0	0	2	21	1	143	9	14	0	7	576
730-745	12	364	0	0	9	37	0	124	22	11	0	4	583
745-800	6	355	0	0	0	12	0	138	16	22	0	9	558
800-815	2	311	1	1	0	0	2	135	7	11	0	4	474
815-830	7	313	0	0	0	0	1	123	7	12	0	3	466
830-845	7	270	0	0	0	1	1	121	11	12	0	7	430
845-900	4	198	0	0	0	0	2	100	18	9	0	0	331

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	25	1459	0	0	12	88	2	502	62	56	0	23	2229
715-815	24	1405	1	1	11	70	3	540	54	58	0	24	2191
730-830	27	1343	1	1	9	49	3	520	52	56	0	20	2081
745-845	22	1249	1	1	0	13	4	517	41	57	0	23	1928
800-900	20	1092	1	1	0	1	6	479	43	44	0	14	1701

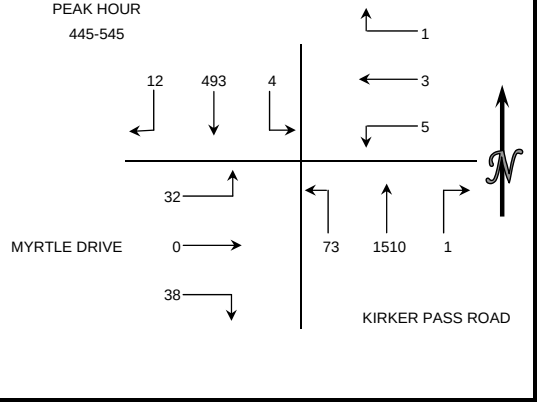


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	2	116	0	0	0	1	0	373	28	9	0	12	541
415-430	1	114	0	0	0	2	0	343	14	5	0	9	488
430-445	3	114	1	0	0	1	0	354	12	5	0	11	501
445-500	3	128	1	0	0	2	1	389	18	10	0	8	560
500-515	2	121	1	1	0	1	0	418	25	7	0	13	589
515-530	7	125	1	0	2	2	0	352	20	6	0	6	521
530-545	0	119	1	0	1	0	0	351	10	15	0	5	502
545-600	1	123	0	0	0	1	1	332	15	5	0	4	482

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	9	472	2	0	0	6	1	1459	72	29	0	40	2090
415-515	9	477	3	1	0	6	1	1504	69	27	0	41	2138
430-530	15	488	4	1	2	6	1	1513	75	28	0	38	2171
445-545	12	493	4	1	3	5	1	1510	73	38	0	32	2172
500-600	10	488	3	1	3	4	1	1453	70	33	0	28	2094



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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

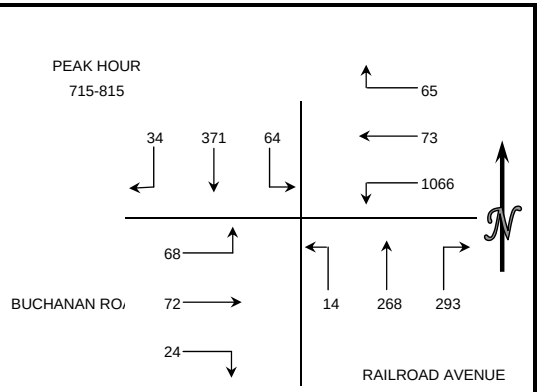
CLIENT: FEHR & PEERS
PROJECT: PITTSBURG AND CONCORD TRAFFIC COUNTS
DATE: WEDNESDAY JUNE 6, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S RAILROAD AVENUE
E/W BUCHANAN ROAD
CITY: PITTSBURG

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	6	89	4	15	26	254	59	47	5	16	6	14	541
715-730	9	100	11	15	26	291	65	66	3	10	12	28	636
730-745	8	94	25	19	15	271	71	62	5	5	22	13	610
745-800	4	97	11	16	17	257	92	72	4	4	20	16	610
800-815	13	80	17	15	15	247	65	68	2	5	18	11	556
815-830	13	89	21	28	16	194	71	62	7	4	20	17	542
830-845	16	90	20	21	14	173	51	50	2	5	28	12	482
845-900	8	63	11	24	17	155	54	52	6	2	18	8	418

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	27	380	51	65	84	1073	287	247	17	35	60	71	2397
715-815	34	371	64	65	73	1066	293	268	14	24	72	68	2412
730-830	38	360	74	78	63	969	299	264	18	18	80	57	2318
745-845	46	356	69	80	62	871	279	252	15	18	86	56	2190
800-900	50	322	69	88	62	769	241	232	17	16	84	48	1998

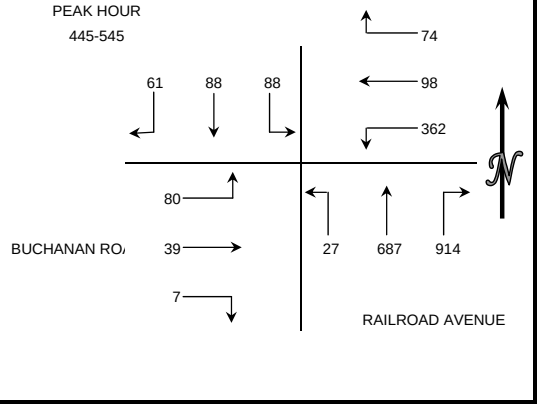


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	15	41	41	21	33	80	257	141	11	6	13	17	676
415-430	11	24	24	27	30	85	204	115	2	3	17	17	559
430-445	18	29	29	22	31	85	199	126	2	4	11	14	570
445-500	13	25	25	25	24	95	254	154	8	1	8	23	655
500-515	17	19	19	15	27	83	234	170	5	3	8	17	617
515-530	13	24	24	22	21	89	219	196	6	2	16	18	650
530-545	18	20	20	12	26	95	207	167	8	1	7	22	603
545-600	16	18	18	20	24	111	170	121	6	4	29	30	567

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	57	119	119	95	118	345	914	536	23	14	49	71	2460
415-515	59	97	97	89	112	348	891	565	17	11	44	71	2401
430-530	61	97	97	84	103	352	906	646	21	10	43	72	2492
445-545	61	88	88	74	98	362	914	687	27	7	39	80	2525
500-600	64	81	81	69	98	378	830	654	25	10	60	87	2437



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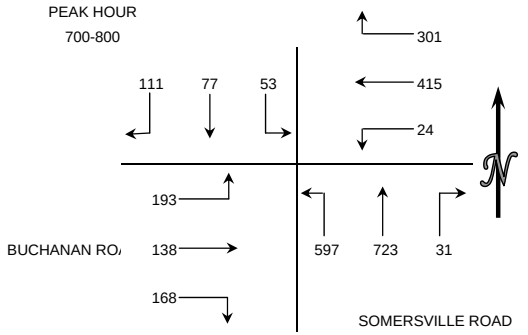
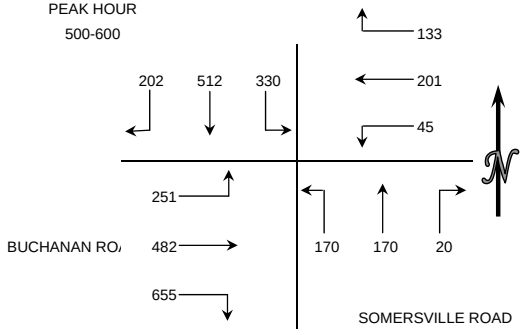
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR & PEERS
PROJECT: PITTSBURG AND CONCORD TRAFFIC COUNTS
DATE: WEDNESDAY JUNE 6, 2007
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S SOMERSVILLE ROAD
E/W BUCHANAN ROAD
CITY: PITTSBURG

15 MIN COUNTS	7:00 AM TO 9:00 AM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	20	18	13	80	113	6	12	175	153	34	16	31	671
715-730	25	19	8	72	105	3	9	184	148	37	26	45	681
730-745	34	24	10	79	116	6	6	194	161	48	55	64	797
745-800	32	16	22	70	81	9	4	170	135	49	41	53	682
800-815	21	22	26	60	88	5	1	169	138	18	39	44	631
815-830	21	27	12	45	87	14	5	132	146	38	36	51	614
830-845	32	26	17	45	79	3	1	116	120	38	46	56	579
845-900	18	21	20	42	66	5	5	88	90	21	43	53	472
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	111	77	53	301	415	24	31	723	597	168	138	193	2831
715-815	112	81	66	281	390	23	20	717	582	152	161	206	2791
730-830	108	89	70	254	372	34	16	665	580	153	171	212	2724
745-845	106	91	77	220	335	31	11	587	539	143	162	204	2506
800-900	92	96	75	192	320	27	12	505	494	115	164	204	2296



15 MIN COUNTS	4:00 PM TO 6:00 PM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	60	98	82	34	48	10	7	40	44	139	132	76	770
415-430	50	102	85	28	46	9	8	48	42	122	100	62	702
430-445	59	122	84	32	48	14	1	55	43	144	125	79	806
445-500	59	131	84	32	53	8	4	54	41	145	122	68	801
500-515	48	122	84	28	68	5	4	42	41	151	114	40	747
515-530	43	127	89	40	52	16	5	33	44	158	114	52	773
530-545	55	123	84	37	34	13	4	58	47	186	125	77	843
545-600	56	140	73	28	47	11	7	37	38	160	129	82	808
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	228	453	335	126	195	41	20	197	170	550	479	285	3079
415-515	216	477	337	120	215	36	17	199	167	562	461	249	3056
430-530	209	502	341	132	221	43	14	184	169	598	475	239	3127
445-545	205	503	341	137	207	42	17	187	173	640	475	237	3164
500-600	202	512	330	133	201	45	20	170	170	655	482	251	3171



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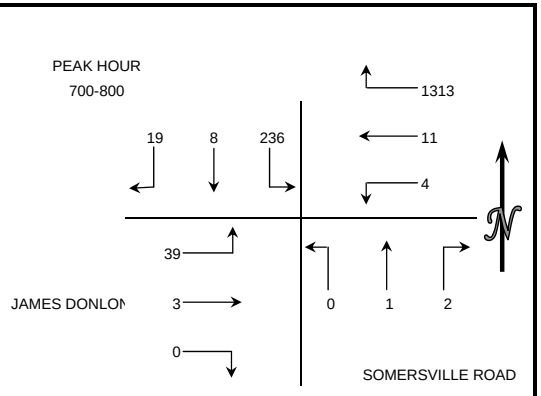
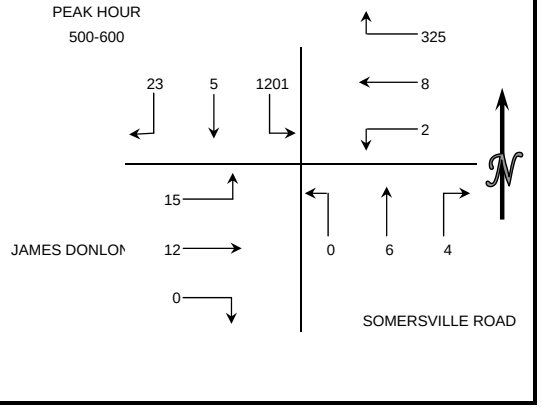
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S SOMERSVILLE ROAD
E/W JAMES DONLON BOULEVARD
CITY: PITTSBURG

15 MIN COUNTS	7:00 AM TO 9:00 AM												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	8	1	52	337	3	0	0	0	0	0	1	11	413
715-730	1	1	53	320	5	0	1	0	0	0	0	8	389
730-745	5	1	59	341	2	0	1	1	0	0	0	9	419
745-800	5	5	72	315	1	4	0	0	0	0	2	11	415
800-815	8	1	58	320	2	7	1	0	0	0	0	3	400
815-830	4	5	49	242	4	0	2	1	1	0	1	4	313
830-845	5	0	65	232	3	0	0	0	0	0	1	6	312
845-900	9	1	43	209	2	1	1	0	0	0	1	8	275
HOUR TOTALS													
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	19	8	236	1313	11	4	2	1	0	0	3	39	1636
715-815	19	8	242	1296	10	11	3	1	0	0	2	31	1623
730-830	22	12	238	1218	9	11	4	2	1	0	3	27	1547
745-845	22	11	244	1109	10	11	3	1	1	0	4	24	1440
800-900	26	7	215	1003	11	8	4	1	1	0	3	21	1300



15 MIN COUNTS	4:00 PM TO 6:00 PM												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	7	2	250	79	3	2	3	0	0	0	4	3	353
415-430	2	1	256	94	0	0	0	0	0	0	5	11	369
430-445	4	0	266	92	1	1	2	3	0	0	1	4	374
445-500	1	1	277	79	2	0	0	1	0	0	2	2	365
500-515	6	2	284	95	1	0	0	1	0	0	5	4	398
515-530	8	0	291	78	2	1	0	1	0	0	3	4	388
530-545	4	2	305	66	1	1	2	4	0	0	2	4	391
545-600	5	1	321	86	4	0	2	0	0	0	2	3	424
HOUR TOTALS													
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	14	4	1049	344	6	3	5	4	0	0	12	20	1461
415-515	13	4	1083	360	4	1	2	5	0	0	13	21	1506
430-530	19	3	1118	344	6	2	2	6	0	0	11	14	1525
445-545	19	5	1157	318	6	2	2	7	0	0	12	14	1542
500-600	23	5	1201	325	8	2	4	6	0	0	12	15	1601



APPENDIX B
CCTALOS CALCULATION WORKSHEETS

FEHR PEERS

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #1 Concord Blvd / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	B

Street Name:	Concord Boulevard						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	407	564	112	52	80	100	112	343	96	53	1292	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	407	564	112	52	80	100	112	343	96	53	1292	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	407	564	112	52	80	100	112	343	96	53	1292	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	564	112	52	80	100	112	343	96	53	1292	311
RTOR Reduct:	0	0	53	0	0	0	0	0	0	0	0	0
RTOR Vol:	407	564	59	52	80	100	112	343	96	53	1292	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	407	564	59	52	80	100	112	343	96	53	1292	311
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.34	0.66	1.00	2.42	0.58
Final Sat.:	1650	3300	1650	1650	1650	1650	1650	3868	1082	1650	3990	960
Capacity Analysis Module:												
Vol/Sat:	0.25	0.17	0.04	0.03	0.05	0.06	0.07	0.09	0.09	0.03	0.32	0.32
Crit Volume:	407					100	112					534
Crit Moves:	****					****	****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #2 Myrtle Dr / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.337
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Myrtle Drive						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	23	0	56	62	502	0	0	1459	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	0	56	62	502	0	0	1459	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	23	0	56	62	502	0	0	1459	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	0	56	62	502	0	0	1459	25
RTOR Reduct:	0	0	0	0	0	56	0	0	0	0	0	0
RTOR Vol:	0	0	0	23	0	0	62	502	0	0	1459	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	23	0	0	62	502	0	0	1459	25
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.95	0.05
Final Sat.:	0	0	0	1720	0	1720	1720	3440	0	0	5073	87
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.04	0.15	0.00	0.00	0.29	0.29
Crit Volume:		0			23			62				495
Crit Moves:				****			****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #3 Railroad Ave-Kirker Pass Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Street Name:	Railroad Avenue / Kirker Pass Roa						Buchanan Road					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	17	247	287	51	380	27	71	60	35	1073	84	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	247	287	51	380	27	71	60	35	1073	84	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	247	287	51	380	27	71	60	35	1073	84	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	247	287	51	380	27	71	60	35	1073	84	65
RTOR Reduct:	0	0	287	0	0	27	0	0	17	0	0	51
RTOR Vol:	17	247	0	51	380	0	71	60	18	1073	84	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	247	0	51	380	0	71	60	18	1073	84	14
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1650	1650	2782	240	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.00	0.03	0.12	0.00	0.04	0.04	0.01	0.39	0.35	0.01
Crit Volume:	17				190		71			579		
Crit Moves:	****				****		****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #4 Somersville Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798	
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	113	Level Of Service:	C	

Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	597	723	31	53	77	111	193	138	168	24	415	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	597	723	31	53	77	111	193	138	168	24	415	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	597	723	31	53	77	111	193	138	168	24	415	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	597	723	31	53	77	111	193	138	168	24	415	301
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	53
RTOR Vol:	597	723	31	53	77	111	193	138	168	24	415	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	597	723	31	53	77	111	193	138	168	24	415	248
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3164	136	1650	1650	1650	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.36	0.23	0.23	0.03	0.05	0.07	0.12	0.08	0.10	0.01	0.25	0.15
Crit Volume:	597					111	193				415	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #8 Clayton Rd / Kirker Pass-Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	Clayton Road						Kirker Pass Road / Ygnacio Valley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		2 0 3	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	432	1138	123	195	342	33	147	273	163	248	1044	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:	432	1138	123	195	342	33	147	273	163	248	1044	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	432	1138	123	195	342	33	147	273	163	248	1044	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	1138	123	195	342	33	147	273	163	248	1044	478
RTOR Reduct:	0	0	0	0	0	33	0	0	163	0	0	107
RTOR Vol:	432	1138	123	195	342	0	147	273	0	248	1044	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	432	1138	123	195	342	0	147	273	0	248	1044	371
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	2.71	0.29	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4467	483	3000	4950	1650	3000	4950	1650	3000	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.25	0.06	0.07	0.00	0.05	0.06	0.00	0.08	0.21	0.22
Crit Volume:		420			98			74				371
Crit Moves:		****			****			****				****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #9 Alberta Way-Pine Hollow Dr / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	C

Street Name:	Alberta Way / Pine Hollow Drive						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	1 0	1 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	532	227	28	102	115	238	93	419	229	39	1540	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	532	227	28	102	115	238	93	419	229	39	1540	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	532	227	28	102	115	238	93	419	229	39	1540	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	532	227	28	102	115	238	93	419	229	39	1540	34
RTOR Reduct:	0	0	0	0	0	93	0	0	229	0	0	34
RTOR Vol:	532	227	28	102	115	145	93	419	0	39	1540	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	532	227	28	102	115	145	93	419	0	39	1540	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.89	0.11	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	1469	181	1650	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.18	0.15	0.15	0.06	0.07	0.09	0.06	0.13	0.00	0.02	0.47	0.00
Crit Volume:	266					145	93				770	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #10 Ayers Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.935
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Ayers Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	65	44	2	159	38	390	65	580	14	5	2174	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:	65	44	2	159	38	390	65	580	14	5	2174	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	44	2	159	38	390	65	580	14	5	2174	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	44	2	159	38	390	65	580	14	5	2174	125
RTOR Reduct:	0	0	0	0	0	36	0	0	14	0	0	125
RTOR Vol:	65	44	2	159	38	354	65	580	0	5	2174	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	44	2	159	38	354	65	580	0	5	2174	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1578	72	1650	1650	1650	3000	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.10	0.02	0.21	0.02	0.18	0.00	0.00	0.66	0.00
Crit Volume:	65					354	33				1087	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #11 Cowell Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	137	Level Of Service:	D

Street Name:	Cowell Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	2 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	40	74	38	205	21	287	102	426	8	12	2097	521
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	74	38	205	21	287	102	426	8	12	2097	521
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	74	38	205	21	287	102	426	8	12	2097	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	74	38	205	21	287	102	426	8	12	2097	521
RTOR Reduct:	0	0	0	0	0	102	0	0	8	0	0	113
RTOR Vol:	40	74	38	205	21	185	102	426	0	12	2097	408
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	74	38	205	21	185	102	426	0	12	2097	408
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.66	0.34	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1090	560	3000	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.07	0.01	0.11	0.06	0.13	0.00	0.01	0.64	0.25
Crit Volume:		112		103			102				1049	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #12 Clayton Rd / Treat Blvd-Denkinger Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	Clayton Road						Treat Boulevard / Denkinger Road					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	1 1	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	747	1465	19	57	431	234	243	236	155	67	630	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	747	1465	19	57	431	234	243	236	155	67	630	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	747	1465	19	57	431	234	243	236	155	67	630	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	747	1465	19	57	431	234	243	236	155	67	630	52
RTOR Reduct:	0	0	0	0	0	0	0	0	155	0	0	0
RTOR Vol:	747	1465	19	57	431	234	243	236	0	67	630	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	747	1465	19	57	431	234	243	236	0	67	630	52
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.96	0.04	1.00	2.00	1.00	1.52	1.48	1.00	1.00	1.85	0.15
Final Sat.:	3000	4887	63	1650	3300	1650	2283	2439	1650	1650	3048	252
Capacity Analysis Module:												
Vol/Sat:	0.25	0.30	0.30	0.03	0.13	0.14	0.11	0.10	0.00	0.04	0.21	0.21
Crit Volume:	374					234	160					341
Crit Moves:	****					****	****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #13 Cowell Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834	
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	137	Level Of Service:	D	

Street Name:	Cowell Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		2 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	393	354	37	106	235	366	103	334	141	27	1587	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	354	37	106	235	366	103	334	141	27	1587	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	354	37	106	235	366	103	334	141	27	1587	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	354	37	106	235	366	103	334	141	27	1587	66
RTOR Reduct:	0	0	0	0	0	103	0	0	141	0	0	58
RTOR Vol:	393	354	37	106	235	263	103	334	0	27	1587	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	393	354	37	106	235	263	103	334	0	27	1587	8
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.81	0.19	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	2988	312	3000	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.12	0.04	0.07	0.16	0.06	0.10	0.00	0.02	0.48	0.00
Crit Volume:	197					263	103				794	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #14 Oak Grove Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.960
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Oak Grove Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	438	972	27	80	605	132	153	376	302	505	2562	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	972	27	80	605	132	153	376	302	505	2562	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	438	972	27	80	605	132	153	376	302	505	2562	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	972	27	80	605	132	153	376	302	505	2562	100
RTOR Reduct:	0	0	27	0	0	132	0	0	0	0	0	0
RTOR Vol:	438	972	0	80	605	0	153	376	302	505	2562	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	438	972	0	80	605	0	153	376	302	505	2562	100
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.89	0.11
Final Sat.:	3000	3300	1650	3000	3300	1650	1650	3300	1650	1650	4764	186
Capacity Analysis Module:												
Vol/Sat:	0.15	0.29	0.00	0.03	0.18	0.00	0.09	0.11	0.18	0.31	0.54	0.54
Crit Volume:	219				303		153					887
Crit Moves:	****				****		****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #1 Concord Blvd / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	Concord Boulevard						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	199	151	28	322	398	142	124	1238	338	70	429	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	151	28	322	398	142	124	1238	338	70	429	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	151	28	322	398	142	124	1238	338	70	429	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	151	28	322	398	142	124	1238	338	70	429	60
RTOR Reduct:	0	0	28	0	0	0	0	0	0	0	0	0
RTOR Vol:	199	151	0	322	398	142	124	1238	338	70	429	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	151	0	322	398	142	124	1238	338	70	429	60
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.47	0.53	1.00	2.36	0.64	1.00	2.63	0.37
Final Sat.:	1650	3300	1650	1650	2432	868	1650	3888	1062	1650	4343	607
Capacity Analysis Module:												
Vol/Sat:	0.12	0.05	0.00	0.20	0.16	0.16	0.08	0.32	0.32	0.04	0.10	0.10
Crit Volume:	199			270			525			70		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #2 Myrtle Dr / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Myrtle Drive						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	28	0	33	70	1453	0	0	488	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:	0	0	0	28	0	33	70	1453	0	0	488	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	28	0	33	70	1453	0	0	488	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	0	33	70	1453	0	0	488	10
RTOR Reduct:	0	0	0	0	0	33	0	0	0	0	0	0
RTOR Vol:	0	0	0	28	0	0	70	1453	0	0	488	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	28	0	0	70	1453	0	0	488	10
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.94	0.06
Final Sat.:	0	0	0	1720	0	1720	1720	3440	0	0	5056	104
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.04	0.42	0.00	0.00	0.10	0.10
Crit Volume:		0		28				727		0		
Crit Moves:				****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #3 Railroad Ave-Kirker Pass Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	B

Street Name:	Railroad Avenue / Kirker Pass Roa						Buchanan Road					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	25	654	830	81	81	64	87	60	10	378	98	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	654	830	81	81	64	87	60	10	378	98	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	654	830	81	81	64	87	60	10	378	98	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	654	830	81	81	64	87	60	10	378	98	69
RTOR Reduct:	0	0	208	0	0	64	0	0	10	0	0	69
RTOR Vol:	25	654	622	81	81	0	87	60	0	378	98	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	654	622	81	81	0	87	60	0	378	98	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.59	0.41	1.00
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1650	1650	2382	679	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.38	0.05	0.02	0.00	0.05	0.04	0.00	0.16	0.14	0.00
Crit Volume:			622	81			87			238		
Crit Moves:			****	****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #4 Somersville Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	170	170	20	330	512	202	251	482	655	45	201	133
Growth Adj:	1.00	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	170	20	330	512	202	251	482	655	45	201	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	170	20	330	512	202	251	482	655	45	201	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	170	20	330	512	202	251	482	655	45	201	133
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	133
RTOR Vol:	170	170	20	330	512	202	251	482	655	45	201	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	170	20	330	512	202	251	482	655	45	201	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.43	0.57	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	2953	347	1650	2366	934	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.06	0.20	0.22	0.22	0.15	0.29	0.40	0.03	0.12	0.00
Crit Volume:	170				357				655	45		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #8 Clayton Rd / Kirker Pass-Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	Clayton Road						Kirker Pass Road / Ygnacio Valley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		2 0 3	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	215	391	111	550	840	23	144	1399	506	224	367	181
Growth Adj:	1.00	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	391	111	550	840	23	144	1399	506	224	367	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	391	111	550	840	23	144	1399	506	224	367	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	391	111	550	840	23	144	1399	506	224	367	181
RTOR Reduct:	0	0	0	0	0	23	0	0	118	0	0	181
RTOR Vol:	215	391	111	550	840	0	144	1399	388	224	367	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	391	111	550	840	0	144	1399	388	224	367	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	2.34	0.66	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3855	1095	3000	4950	1650	3000	4950	1650	3000	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.18	0.17	0.00	0.05	0.28	0.24	0.07	0.07	0.00
Crit Volume:			167	275				466		112		
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #9 Alberta Way-Pine Hollow Dr / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	C

Street Name:	Alberta Way / Pine Hollow Drive						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	179	145	41	48	150	51	105	2016	412	45	584	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	145	41	48	150	51	105	2016	412	45	584	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	145	41	48	150	51	105	2016	412	45	584	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	145	41	48	150	51	105	2016	412	45	584	25
RTOR Reduct:	0	0	0	0	0	51	0	0	98	0	0	25
RTOR Vol:	179	145	41	48	150	0	105	2016	314	45	584	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	145	41	48	150	0	105	2016	314	45	584	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.78	0.22	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	1286	364	1650	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.03	0.09	0.00	0.06	0.61	0.19	0.03	0.18	0.00
Crit Volume:	89				150			1008		45		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #10 Ayers Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Street Name:	Ayers Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	20	14	1	55	29	119	254	2475	151	15	732	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	14	1	55	29	119	254	2475	151	15	732	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	14	1	55	29	119	254	2475	151	15	732	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	14	1	55	29	119	254	2475	151	15	732	69
RTOR Reduct:	0	0	0	0	0	119	0	0	20	0	0	55
RTOR Vol:	20	14	1	55	29	0	254	2475	131	15	732	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	14	1	55	29	0	254	2475	131	15	732	14
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1540	110	1650	1650	1650	3000	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.02	0.00	0.08	0.75	0.08	0.01	0.22	0.01
Crit Volume:		15		55				1238		15		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #11 Cowell Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.930
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cowell Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	2 0	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	15	21	24	723	87	290	255	2142	29	21	597	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	21	24	723	87	290	255	2142	29	21	597	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	21	24	723	87	290	255	2142	29	21	597	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	21	24	723	87	290	255	2142	29	21	597	259
RTOR Reduct:	0	0	0	0	0	255	0	0	15	0	0	259
RTOR Vol:	15	21	24	723	87	35	255	2142	14	21	597	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	21	24	723	87	35	255	2142	14	21	597	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.47	0.53	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	770	880	3000	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.24	0.05	0.02	0.15	0.65	0.01	0.01	0.18	0.00
Crit Volume:		45		362				1071		21		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #12 Clayton Rd / Treat Blvd-Denkinger Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Clayton Road						Treat Boulevard / Denkinger Road					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	1 1	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	404	539	33	120	1435	237	178	578	444	161	260	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	404	539	33	120	1435	237	178	578	444	161	260	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	539	33	120	1435	237	178	578	444	161	260	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	539	33	120	1435	237	178	578	444	161	260	42
RTOR Reduct:	0	0	0	0	0	0	0	0	222	0	0	0
RTOR Vol:	404	539	33	120	1435	237	178	578	222	161	260	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	539	33	120	1435	237	178	578	222	161	260	42
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.83	0.17	1.00	2.57	0.43	1.00	2.00	1.00	1.00	1.72	0.28
Final Sat.:	3000	4664	286	1650	4248	702	1500	3300	1650	1650	2841	459
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.12	0.07	0.34	0.34	0.12	0.18	0.13	0.10	0.09	0.09
Crit Volume:	202				557			289		161		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #13 Cowell Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Cowell Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	2 0 2		0 1	1 0 2		0 1	1 0 2		0 1
Volume Module:												
Base Vol:	261	297	73	370	581	105	258	1370	537	115	428	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	297	73	370	581	105	258	1370	537	115	428	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	297	73	370	581	105	258	1370	537	115	428	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	297	73	370	581	105	258	1370	537	115	428	153
RTOR Reduct:	0	0	0	0	0	105	0	0	144	0	0	153
RTOR Vol:	261	297	73	370	581	0	258	1370	393	115	428	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	297	73	370	581	0	258	1370	393	115	428	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.61	0.39	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	2649	651	3000	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.12	0.18	0.00	0.16	0.42	0.24	0.07	0.13	0.00
Crit Volume:	131			291			685			115		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #14 Oak Grove Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	C

Street Name:	Oak Grove Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	189	460	205	252	510	175	269	1779	271	227	694	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	460	205	252	510	175	269	1779	271	227	694	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	460	205	252	510	175	269	1779	271	227	694	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	460	205	252	510	175	269	1779	271	227	694	152
RTOR Reduct:	0	0	205	0	0	175	0	0	0	0	0	0
RTOR Vol:	189	460	0	252	510	0	269	1779	271	227	694	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	460	0	252	510	0	269	1779	271	227	694	152
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.60	0.40	1.00	2.46	0.54
Final Sat.:	3000	3300	1650	3000	3300	1650	1650	4296	654	1650	4061	889
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.00	0.08	0.15	0.00	0.16	0.41	0.41	0.14	0.17	0.17
Crit Volume:		230		126					683	227		
Crit Moves:		****		****					****	****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #1 Concord Blvd / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Concord Boulevard						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	500	570	150	70	90	120	120	430	120	60	1500	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	570	150	70	90	120	120	430	120	60	1500	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	570	150	70	90	120	120	430	120	60	1500	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	570	150	70	90	120	120	430	120	60	1500	290
RTOR Reduct:	0	0	60	0	0	0	0	0	0	0	0	0
RTOR Vol:	500	570	90	70	90	120	120	430	120	60	1500	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	570	90	70	90	120	120	430	120	60	1500	290
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.35	0.65	1.00	2.51	0.49
Final Sat.:	1650	3300	1650	1650	1650	1650	1650	3870	1080	1650	4148	802
Capacity Analysis Module:												
Vol/Sat:	0.30	0.17	0.05	0.04	0.05	0.07	0.07	0.11	0.11	0.04	0.36	0.36
Crit Volume:	500					120	120				597	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #2 Myrtle Dr / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.386
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Myrtle Drive						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	30	0	60	70	630	0	0	1660	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	60	70	630	0	0	1660	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	60	70	630	0	0	1660	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	60	70	630	0	0	1660	30
RTOR Reduct:	0	0	0	0	0	60	0	0	0	0	0	0
RTOR Vol:	0	0	0	30	0	0	70	630	0	0	1660	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	0	70	630	0	0	1660	30
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.95	0.05
Final Sat.:	0	0	0	1720	0	1720	1720	3440	0	0	5068	92
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.04	0.18	0.00	0.00	0.33	0.33
Crit Volume:		0			30			70				563
Crit Moves:				****			****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #3 Railroad Ave-Kirker Pass Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	Railroad Avenue / Kirker Pass Roa						Buchanan Road					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 1	0	1	1 1	0	0 1
Volume Module:												
Base Vol:	30	360	520	70	580	30	80	60	40	1110	90	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	360	520	70	580	30	80	60	40	1110	90	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	360	520	70	580	30	80	60	40	1110	90	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	360	520	70	580	30	80	60	40	1110	90	70
RTOR Reduct:	0	0	520	0	0	30	0	0	30	0	0	70
RTOR Vol:	30	360	0	70	580	0	80	60	10	1110	90	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	360	0	70	580	0	80	60	10	1110	90	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1650	1650	2775	248	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.00	0.04	0.18	0.00	0.05	0.04	0.01	0.40	0.36	0.00
Crit Volume:	30				290		80			600		
Crit Moves:	****				****		****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #4 Somersville Rd / Buchanan Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.024
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	610	900	40	80	120	170	490	150	200	30	420	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	610	900	40	80	120	170	490	150	200	30	420	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	610	900	40	80	120	170	490	150	200	30	420	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	610	900	40	80	120	170	490	150	200	30	420	310
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	80
RTOR Vol:	610	900	40	80	120	170	490	150	200	30	420	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	610	900	40	80	120	170	490	150	200	30	420	230
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3160	140	1650	1650	1650	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.37	0.28	0.28	0.05	0.07	0.10	0.30	0.09	0.12	0.02	0.25	0.14
Crit Volume:	610					170	490				420	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #6 Kirker Pass Rd / Kirker Pass-James Donlon Ext

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	Kirker Pass Road						Kirker Pass Road / James Donlon 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0	0	0 0 2	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	10	700	0	0	1670	50	160	0	40	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:	10	700	0	0	1670	50	160	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	700	0	0	1670	50	160	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	700	0	0	1670	50	160	0	40	0	0	0
RTOR Reduct:	0	0	0	0	0	50	0	0	10	0	0	0
RTOR Vol:	10	700	0	0	1670	0	160	0	30	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	700	0	0	1670	0	160	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1720	3440	0	0	3440	1720	1720	0	1720	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.00	0.00	0.49	0.00	0.09	0.00	0.02	0.00	0.00	0.00
Crit Volume:	10				835		160				0	
Crit Moves:	****				****		****					

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #8 Clayton Rd / Kirker Pass-Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Street Name:	Clayton Road						Kirker Pass Road / Ygnacio Valley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		2 0 3	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	440	1220	150	250	350	40	150	300	170	310	1130	660
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1220	150	250	350	40	150	300	170	310	1130	660
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1220	150	250	350	40	150	300	170	310	1130	660
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1220	150	250	350	40	150	300	170	310	1130	660
RTOR Reduct:	0	0	0	0	0	40	0	0	170	0	0	138
RTOR Vol:	440	1220	150	250	350	0	150	300	0	310	1130	523
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	1220	150	250	350	0	150	300	0	310	1130	523
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	2.67	0.33	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4408	542	3000	4950	1650	3000	4950	1650	3000	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.28	0.08	0.07	0.00	0.05	0.06	0.00	0.10	0.23	0.32
Crit Volume:			457	125			75					522
Crit Moves:			****	****			****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #9 Alberta Way-Pine Hollow Dr / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	D

Street Name:	Alberta Way / Pine Hollow Drive						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	570	270	40	110	130	270	100	460	260	50	1540	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	270	40	110	130	270	100	460	260	50	1540	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	570	270	40	110	130	270	100	460	260	50	1540	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	270	40	110	130	270	100	460	260	50	1540	40
RTOR Reduct:	0	0	0	0	0	100	0	0	260	0	0	40
RTOR Vol:	570	270	40	110	130	170	100	460	0	50	1540	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	570	270	40	110	130	170	100	460	0	50	1540	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.87	0.13	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	1437	213	1650	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.07	0.08	0.10	0.06	0.14	0.00	0.03	0.47	0.00
Crit Volume:	285					170	100				770	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #10 Ayers Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.976
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Ayers Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	90	50	10	170	40	400	70	660	30	10	2240	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	50	10	170	40	400	70	660	30	10	2240	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	50	10	170	40	400	70	660	30	10	2240	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	50	10	170	40	400	70	660	30	10	2240	130
RTOR Reduct:	0	0	0	0	0	39	0	0	30	0	0	130
RTOR Vol:	90	50	10	170	40	362	70	660	0	10	2240	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	50	10	170	40	362	70	660	0	10	2240	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.83	0.17	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1375	275	1650	1650	1650	3000	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.04	0.10	0.02	0.22	0.02	0.20	0.00	0.01	0.68	0.00
Crit Volume:	90					362	35				1120	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #11 Cowell Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cowell Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	40	100	40	270	30	340	160	430	10	20	2100	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	100	40	270	30	340	160	430	10	20	2100	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	100	40	270	30	340	160	430	10	20	2100	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	100	40	270	30	340	160	430	10	20	2100	610
RTOR Reduct:	0	0	0	0	0	160	0	0	10	0	0	149
RTOR Vol:	40	100	40	270	30	180	160	430	0	20	2100	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	100	40	270	30	180	160	430	0	20	2100	462
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.71	0.29	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1179	471	3000	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.09	0.02	0.11	0.10	0.13	0.00	0.01	0.64	0.28
Crit Volume:			140	135			160				1050	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #12 Clayton Rd / Treat Blvd-Denkinger Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Clayton Road						Treat Boulevard / Denkinger Road					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	1 1	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	750	1700	20	70	470	250	300	250	160	80	660	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	750	1700	20	70	470	250	300	250	160	80	660	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	750	1700	20	70	470	250	300	250	160	80	660	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	750	1700	20	70	470	250	300	250	160	80	660	70
RTOR Reduct:	0	0	0	0	0	0	0	0	160	0	0	0
RTOR Vol:	750	1700	20	70	470	250	300	250	0	80	660	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	750	1700	20	70	470	250	300	250	0	80	660	70
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.97	0.03	1.00	2.00	1.00	1.64	1.36	1.00	1.00	1.81	0.19
Final Sat.:	3000	4892	58	1650	3300	1650	2455	2250	1650	1650	2984	316
Capacity Analysis Module:												
Vol/Sat:	0.25	0.35	0.35	0.04	0.14	0.15	0.12	0.11	0.00	0.05	0.22	0.22
Crit Volume:	375					250	183				365	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #13 Cowell Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	154	Level Of Service:	D

Street Name:	Cowell Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		2 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	400	360	50	120	240	370	110	360	150	40	1630	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	360	50	120	240	370	110	360	150	40	1630	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	360	50	120	240	370	110	360	150	40	1630	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	360	50	120	240	370	110	360	150	40	1630	70
RTOR Reduct:	0	0	0	0	0	110	0	0	150	0	0	66
RTOR Vol:	400	360	50	120	240	260	110	360	0	40	1630	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	360	50	120	240	260	110	360	0	40	1630	4
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.76	0.24	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	2898	402	3000	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.12	0.04	0.07	0.16	0.07	0.11	0.00	0.02	0.49	0.00
Crit Volume:	200					260	110				815	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #14 Oak Grove Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.055
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Oak Grove Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	440	1080	30	80	610	160	260	420	340	510	2570	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1080	30	80	610	160	260	420	340	510	2570	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1080	30	80	610	160	260	420	340	510	2570	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1080	30	80	610	160	260	420	340	510	2570	120
RTOR Reduct:	0	0	30	0	0	160	0	0	0	0	0	0
RTOR Vol:	440	1080	0	80	610	0	260	420	340	510	2570	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	1080	0	80	610	0	260	420	340	510	2570	120
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.87	0.13
Final Sat.:	3000	3300	1650	3000	3300	1650	1650	3300	1650	1650	4729	221
Capacity Analysis Module:												
Vol/Sat:	0.15	0.33	0.00	0.03	0.18	0.00	0.16	0.13	0.21	0.31	0.54	0.54
Crit Volume:		540		40			260					897
Crit Moves:		****		****			****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #1 Concord Blvd / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	C

Street Name:	Concord Boulevard						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	250	170	40	340	430	130	130	1280	400	110	580	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	170	40	340	430	130	130	1280	400	110	580	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	170	40	340	430	130	130	1280	400	110	580	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	170	40	340	430	130	130	1280	400	110	580	70
RTOR Reduct:	0	0	40	0	0	0	0	0	0	0	0	0
RTOR Vol:	250	170	0	340	430	130	130	1280	400	110	580	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	170	0	340	430	130	130	1280	400	110	580	70
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	2.29	0.71	1.00	2.68	0.32
Final Sat.:	1650	3300	1650	1650	2534	766	1650	3771	1179	1650	4417	533
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.00	0.21	0.17	0.17	0.08	0.34	0.34	0.07	0.13	0.13
Crit Volume:	250			280			560			110		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #2 Myrtle Dr / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Myrtle Drive						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	30	0	40	70	1500	0	0	690	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	40	70	1500	0	0	690	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	40	70	1500	0	0	690	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	40	70	1500	0	0	690	20
RTOR Reduct:	0	0	0	0	0	40	0	0	0	0	0	0
RTOR Vol:	0	0	0	30	0	0	70	1500	0	0	690	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	0	70	1500	0	0	690	20
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.92	0.08
Final Sat.:	0	0	0	1720	0	1720	1720	3440	0	0	5015	145
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.04	0.44	0.00	0.00	0.14	0.14
Crit Volume:		0			30			750			0	
Crit Moves:				****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #3 Railroad Ave-Kirker Pass Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Street Name:	Railroad Avenue / Kirker Pass Roa						Buchanan Road					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	30	800	860	130	410	120	100	60	20	450	100	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	800	860	130	410	120	100	60	20	450	100	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	800	860	130	410	120	100	60	20	450	100	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	800	860	130	410	120	100	60	20	450	100	70
RTOR Reduct:	0	0	248	0	0	100	0	0	20	0	0	70
RTOR Vol:	30	800	613	130	410	20	100	60	0	450	100	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	800	613	130	410	20	100	60	0	450	100	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.64	0.36	1.00
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1650	1650	2455	600	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.37	0.08	0.12	0.01	0.06	0.04	0.00	0.18	0.17	0.00
Crit Volume:			613	130			100			275		
Crit Moves:			****	****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #4 Somersville Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	200	170	20	330	670	300	340	500	710	50	220	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	170	20	330	670	300	340	500	710	50	220	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	170	20	330	670	300	340	500	710	50	220	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	170	20	330	670	300	340	500	710	50	220	150
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	150
RTOR Vol:	200	170	20	330	670	300	340	500	710	50	220	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	170	20	330	670	300	340	500	710	50	220	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.38	0.62	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	2953	347	1650	2279	1021	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.12	0.06	0.06	0.20	0.29	0.29	0.21	0.30	0.43	0.03	0.13	0.00
Crit Volume:	200				485				710	50		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #6 Kirker Pass Rd / Kirker Pass-James Donlon Ext

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Kirker Pass Road						Kirker Pass Road / James Donlon 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	40	1590	0	0	700	170	100	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1590	0	0	700	170	100	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1590	0	0	700	170	100	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1590	0	0	700	170	100	0	30	0	0	0
RTOR Reduct:	0	0	0	0	0	100	0	0	30	0	0	0
RTOR Vol:	40	1590	0	0	700	70	100	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1590	0	0	700	70	100	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1720	3440	0	0	3440	1720	1720	0	1720	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.00	0.00	0.20	0.04	0.06	0.00	0.00	0.00	0.00	0.00
Crit Volume:		795			0			100			0	
Crit Moves:		****			****			****				

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #8 Clayton Rd / Kirker Pass-Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	B

Street Name:	Clayton Road						Kirker Pass Road / Ygnacio Valley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		2 0 3	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	220	420	140	590	890	30	160	1430	510	300	410	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	420	140	590	890	30	160	1430	510	300	410	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	420	140	590	890	30	160	1430	510	300	410	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	420	140	590	890	30	160	1430	510	300	410	250
RTOR Reduct:	0	0	0	0	0	30	0	0	121	0	0	250
RTOR Vol:	220	420	140	590	890	0	160	1430	389	300	410	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	420	140	590	890	0	160	1430	389	300	410	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	2.25	0.75	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3713	1238	3000	4950	1650	3000	4950	1650	3000	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.20	0.18	0.00	0.05	0.29	0.24	0.10	0.08	0.00
Crit Volume:		187		295				477		150		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #9 Alberta Way-Pine Hollow Dr / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	Level Of Service:	D

Street Name:	Alberta Way / Pine Hollow Drive						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	210	170	50	60	190	60	110	2050	440	60	630	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	170	50	60	190	60	110	2050	440	60	630	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	170	50	60	190	60	110	2050	440	60	630	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	170	50	60	190	60	110	2050	440	60	630	30
RTOR Reduct:	0	0	0	0	0	60	0	0	116	0	0	30
RTOR Vol:	210	170	50	60	190	0	110	2050	325	60	630	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	170	50	60	190	0	110	2050	325	60	630	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.77	0.23	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	1275	375	1650	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.04	0.12	0.00	0.07	0.62	0.20	0.04	0.19	0.00
Crit Volume:	105				190			1025		60		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #10 Ayers Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	137	Level Of Service:	D

Street Name:	Ayers Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	30	20	10	60	30	160	310	2530	170	20	800	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	10	60	30	160	310	2530	170	20	800	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	10	60	30	160	310	2530	170	20	800	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	10	60	30	160	310	2530	170	20	800	80
RTOR Reduct:	0	0	0	0	0	160	0	0	30	0	0	60
RTOR Vol:	30	20	10	60	30	0	310	2530	140	20	800	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	10	60	30	0	310	2530	140	20	800	20
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1100	550	1650	1650	1650	3000	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.02	0.00	0.10	0.77	0.08	0.01	0.24	0.01
Crit Volume:		30			60			1265			20	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #11 Cowell Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cowell Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	20	30	30	750	90	320	260	2230	30	30	670	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	30	750	90	320	260	2230	30	30	670	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	30	750	90	320	260	2230	30	30	670	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	30	750	90	320	260	2230	30	30	670	290
RTOR Reduct:	0	0	0	0	0	260	0	0	20	0	0	290
RTOR Vol:	20	30	30	750	90	60	260	2230	10	30	670	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	30	750	90	60	260	2230	10	30	670	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	825	825	3000	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.25	0.05	0.04	0.16	0.68	0.01	0.02	0.20	0.00
Crit Volume:		60		375				1115		30		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #12 Clayton Rd / Treat Blvd-Denkinger Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	C

Street Name:	Clayton Road						Treat Boulevard / Denkinger Road					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1	0	1 0 2	1	0	1 1 1	0	1	1 0 1	1	0
Volume Module:												
Base Vol:	410	640	40	140	1460	280	190	580	460	170	310	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	640	40	140	1460	280	190	580	460	170	310	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	640	40	140	1460	280	190	580	460	170	310	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	640	40	140	1460	280	190	580	460	170	310	60
RTOR Reduct:	0	0	0	0	0	0	0	0	226	0	0	0
RTOR Vol:	410	640	40	140	1460	280	190	580	235	170	310	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	640	40	140	1460	280	190	580	235	170	310	60
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.82	0.18	1.00	2.52	0.48	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	3000	4659	291	1650	4153	797	1500	3300	1650	1650	2765	535
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.08	0.35	0.35	0.13	0.18	0.14	0.10	0.11	0.11
Crit Volume:	205					580		290			185	
Crit Moves:	****					****		****			****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #13 Cowell Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	C

Street Name:	Cowell Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1		1 0	2 0 2		0 1	1 0 2		0 1	1 0 2		0 1
Volume Module:												
Base Vol:	270	300	80	380	610	120	270	1370	550	140	510	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	300	80	380	610	120	270	1370	550	140	510	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	300	80	380	610	120	270	1370	550	140	510	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	300	80	380	610	120	270	1370	550	140	510	190
RTOR Reduct:	0	0	0	0	0	120	0	0	149	0	0	190
RTOR Vol:	270	300	80	380	610	0	270	1370	402	140	510	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	300	80	380	610	0	270	1370	402	140	510	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.58	0.42	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	2605	695	3000	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.13	0.18	0.00	0.16	0.42	0.24	0.08	0.15	0.00
Crit Volume:	135			305			685			140		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #14 Oak Grove Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	Level Of Service:	D

Street Name:	Oak Grove Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	240	460	210	260	600	330	350	1780	280	230	850	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	460	210	260	600	330	350	1780	280	230	850	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	460	210	260	600	330	350	1780	280	230	850	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	460	210	260	600	330	350	1780	280	230	850	160
RTOR Reduct:	0	0	210	0	0	330	0	0	0	0	0	0
RTOR Vol:	240	460	0	260	600	0	350	1780	280	230	850	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	460	0	260	600	0	350	1780	280	230	850	160
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.59	0.41	1.00	2.52	0.48
Final Sat.:	3000	3300	1650	3000	3300	1650	1650	4277	673	1650	4166	784
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.00	0.09	0.18	0.00	0.21	0.42	0.42	0.14	0.20	0.20
Crit Volume:	120			300					687	230		
Crit Moves:	****			****					****	****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #1 Concord Blvd / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	D

Street Name:	Concord Boulevard						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	500	570	150	80	90	130	120	460	120	60	1510	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	570	150	80	90	130	120	460	120	60	1510	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	570	150	80	90	130	120	460	120	60	1510	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	570	150	80	90	130	120	460	120	60	1510	300
RTOR Reduct:	0	0	60	0	0	0	0	0	0	0	0	0
RTOR Vol:	500	570	90	80	90	130	120	460	120	60	1510	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	570	90	80	90	130	120	460	120	60	1510	300
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.38	0.62	1.00	2.50	0.50
Final Sat.:	1650	3300	1650	1650	1650	1650	1650	3926	1024	1650	4130	820
Capacity Analysis Module:												
Vol/Sat:	0.30	0.17	0.05	0.05	0.05	0.08	0.07	0.12	0.12	0.04	0.37	0.37
Crit Volume:	500					130	120				603	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #2 Myrtle Dr / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Myrtle Drive						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	30	0	60	70	640	0	0	1670	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	60	70	640	0	0	1670	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	60	70	640	0	0	1670	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	60	70	640	0	0	1670	30
RTOR Reduct:	0	0	0	0	0	60	0	0	0	0	0	0
RTOR Vol:	0	0	0	30	0	0	70	640	0	0	1670	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	0	70	640	0	0	1670	30
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.95	0.05
Final Sat.:	0	0	0	1720	0	1720	1720	3440	0	0	5069	91
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.04	0.19	0.00	0.00	0.33	0.33
Crit Volume:		0			30			70				567
Crit Moves:				****			****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #3 Railroad Ave-Kirker Pass Rd / Buchanan Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Railroad Avenue / Kirker Pass Roa | Buchanan Road

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	30	360	300	20	280	30	80	70	40	460	130	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	360	300	20	280	30	80	70	40	460	130	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	360	300	20	280	30	80	70	40	460	130	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	360	300	20	280	30	80	70	40	460	130	180
RTOR Reduct:	0	0	253	0	0	30	0	0	30	0	0	20
RTOR Vol:	30	360	47	20	280	0	80	70	10	460	130	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	360	47	20	280	0	80	70	10	460	130	160
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.56	0.44	1.00
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1650	1650	2339	727	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.03	0.01	0.08	0.00	0.05	0.04	0.01	0.20	0.18	0.10
Crit Volume:		180			20			80			295	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #4 Somersville Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	10	490	20	180	280	80	480	40	60	10	10	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	490	20	180	280	80	480	40	60	10	10	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	490	20	180	280	80	480	40	60	10	10	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	490	20	180	280	80	480	40	60	10	10	310
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	180
RTOR Vol:	10	490	20	180	280	80	480	40	60	10	10	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	490	20	180	280	80	480	40	60	10	10	130
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.56	0.44	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3171	129	1650	2567	733	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.11	0.11	0.11	0.29	0.02	0.04	0.01	0.01	0.08
Crit Volume:			255	180			480					130
Crit Moves:			****	****			****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #5 Somersville Rd / James Donlon Blvd [With Project (signalized)]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Somersville Road						James Donlon Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	40	10	20	190	10	190	150	340	10	10	1080	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	20	190	10	190	150	340	10	10	1080	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	20	190	10	190	150	340	10	10	1080	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	20	190	10	190	150	340	10	10	1080	360
RTOR Reduct:	0	0	0	0	0	83	0	0	10	0	0	190
RTOR Vol:	40	10	20	190	10	108	150	340	0	10	1080	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	10	20	190	10	108	150	340	0	10	1080	170
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	550	1100	1650	1650	1650	3000	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.12	0.01	0.07	0.05	0.10	0.00	0.01	0.33	0.10
Crit Volume:		30		190			75				540	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #6 Kirker Pass Rd / Kirker Pass-James Donlon Ext

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Kirker Pass Road						Kirker Pass Road / James Donlon 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 1	0	1	2 0 1	0	1
Volume Module:												
Base Vol:	10	310	360	20	760	40	120	40	40	920	10	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	310	360	20	760	40	120	40	40	920	10	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	310	360	20	760	40	120	40	40	920	10	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	310	360	20	760	40	120	40	40	920	10	130
RTOR Reduct:	0	0	360	0	0	40	0	0	10	0	0	20
RTOR Vol:	10	310	0	20	760	0	120	40	30	920	10	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	310	0	20	760	0	120	40	30	920	10	110
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.00	0.01	0.23	0.00	0.07	0.02	0.02	0.31	0.01	0.07
Crit Volume:	10				380			40		460		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #7 Ventura Dr / James Donlon Ext

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Ventura Drive						James Donlon Extension					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	40	10	20	20	10	20	10	400	10	10	1000	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	20	20	10	20	10	400	10	10	1000	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	10	20	20	10	20	10	400	10	10	1000	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	20	20	10	20	10	400	10	10	1000	180
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	40	10	20	20	10	20	10	400	10	10	1000	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	10	20	20	10	20	10	400	10	10	1000	180
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	1.00	0.33	0.67	1.00	1.95	0.05	1.00	1.69	0.31
Final Sat.:	1650	550	1100	1650	550	1100	1650	3220	80	1650	2797	503
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.01	0.02	0.02	0.01	0.12	0.12	0.01	0.36	0.36
Crit Volume:	40			30			10					590
Crit Moves:	****			****			****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #8 Clayton Rd / Kirker Pass-Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Clayton Road						Kirker Pass Road / Ygnacio Valley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		2 0 3	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	440	1220	160	270	350	40	150	320	170	310	1080	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1220	160	270	350	40	150	320	170	310	1080	690
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1220	160	270	350	40	150	320	170	310	1080	690
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1220	160	270	350	40	150	320	170	310	1080	690
RTOR Reduct:	0	0	0	0	0	40	0	0	170	0	0	149
RTOR Vol:	440	1220	160	270	350	0	150	320	0	310	1080	542
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	1220	160	270	350	0	150	320	0	310	1080	542
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	2.65	0.35	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4376	574	3000	4950	1650	3000	4950	1650	3000	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.28	0.09	0.07	0.00	0.05	0.06	0.00	0.10	0.22	0.33
Crit Volume:			460	135			75					542
Crit Moves:			****	****			****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #9 Alberta Way-Pine Hollow Dr / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	136	Level Of Service:	D

Street Name:	Alberta Way / Pine Hollow Drive						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	570	270	40	110	130	270	100	470	270	50	1580	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	270	40	110	130	270	100	470	270	50	1580	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	570	270	40	110	130	270	100	470	270	50	1580	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	270	40	110	130	270	100	470	270	50	1580	40
RTOR Reduct:	0	0	0	0	0	100	0	0	270	0	0	40
RTOR Vol:	570	270	40	110	130	170	100	470	0	50	1580	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	570	270	40	110	130	170	100	470	0	50	1580	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.87	0.13	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	1437	213	1650	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.07	0.08	0.10	0.06	0.14	0.00	0.03	0.48	0.00
Crit Volume:	285					170	100				790	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #10 Ayers Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Ayers Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	90	50	10	170	40	400	70	680	30	10	2270	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	50	10	170	40	400	70	680	30	10	2270	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	50	10	170	40	400	70	680	30	10	2270	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	50	10	170	40	400	70	680	30	10	2270	130
RTOR Reduct:	0	0	0	0	0	39	0	0	30	0	0	130
RTOR Vol:	90	50	10	170	40	362	70	680	0	10	2270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	50	10	170	40	362	70	680	0	10	2270	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.83	0.17	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1375	275	1650	1650	1650	3000	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.04	0.10	0.02	0.22	0.02	0.21	0.00	0.01	0.69	0.00
Crit Volume:	90					362	35				1135	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #11 Cowell Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.915
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cowell Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	40	100	40	290	30	350	150	440	10	20	2120	630
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	100	40	290	30	350	150	440	10	20	2120	630
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	100	40	290	30	350	150	440	10	20	2120	630
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	100	40	290	30	350	150	440	10	20	2120	630
RTOR Reduct:	0	0	0	0	0	150	0	0	10	0	0	160
RTOR Vol:	40	100	40	290	30	200	150	440	0	20	2120	471
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	100	40	290	30	200	150	440	0	20	2120	471
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.71	0.29	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1179	471	3000	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.10	0.02	0.12	0.09	0.13	0.00	0.01	0.64	0.29
Crit Volume:			140	145			150				1060	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #12 Clayton Rd / Treat Blvd-Denkinger Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Clayton Road						Treat Boulevard / Denkinger Road					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	1 1	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	760	1720	20	60	480	250	300	240	160	80	660	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	760	1720	20	60	480	250	300	240	160	80	660	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	760	1720	20	60	480	250	300	240	160	80	660	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	760	1720	20	60	480	250	300	240	160	80	660	70
RTOR Reduct:	0	0	0	0	0	0	0	0	160	0	0	0
RTOR Vol:	760	1720	20	60	480	250	300	240	0	80	660	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	760	1720	20	60	480	250	300	240	0	80	660	70
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.97	0.03	1.00	2.00	1.00	1.67	1.33	1.00	1.00	1.81	0.19
Final Sat.:	3000	4893	57	1650	3300	1650	2500	2200	1650	1650	2984	316
Capacity Analysis Module:												
Vol/Sat:	0.25	0.35	0.35	0.04	0.15	0.15	0.12	0.11	0.00	0.05	0.22	0.22
Crit Volume:	380					250	180				365	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #13 Cowell Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	157	Level Of Service:	D

Street Name:	Cowell Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		2 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	400	360	40	130	250	370	110	370	150	40	1640	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	360	40	130	250	370	110	370	150	40	1640	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	360	40	130	250	370	110	370	150	40	1640	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	360	40	130	250	370	110	370	150	40	1640	80
RTOR Reduct:	0	0	0	0	0	110	0	0	150	0	0	72
RTOR Vol:	400	360	40	130	250	260	110	370	0	40	1640	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	400	360	40	130	250	260	110	370	0	40	1640	9
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.80	0.20	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	2970	330	3000	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.12	0.04	0.08	0.16	0.07	0.11	0.00	0.02	0.50	0.01
Crit Volume:	200					260	110				820	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #14 Oak Grove Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.057
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Oak Grove Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	440	1080	30	80	610	160	260	440	360	510	2580	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	1080	30	80	610	160	260	440	360	510	2580	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1080	30	80	610	160	260	440	360	510	2580	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1080	30	80	610	160	260	440	360	510	2580	120
RTOR Reduct:	0	0	30	0	0	160	0	0	0	0	0	0
RTOR Vol:	440	1080	0	80	610	0	260	440	360	510	2580	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	1080	0	80	610	0	260	440	360	510	2580	120
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.87	0.13
Final Sat.:	3000	3300	1650	3000	3300	1650	1650	3300	1650	1650	4730	220
Capacity Analysis Module:												
Vol/Sat:	0.15	0.33	0.00	0.03	0.18	0.00	0.16	0.13	0.22	0.31	0.55	0.55
Crit Volume:		540			40			260			900	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #1 Concord Blvd / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	C

Street Name:	Concord Boulevard						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	250	180	40	340	430	140	130	1380	400	130	660	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	180	40	340	430	140	130	1380	400	130	660	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	180	40	340	430	140	130	1380	400	130	660	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	180	40	340	430	140	130	1380	400	130	660	90
RTOR Reduct:	0	0	40	0	0	0	0	0	0	0	0	0
RTOR Vol:	250	180	0	340	430	140	130	1380	400	130	660	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	180	0	340	430	140	130	1380	400	130	660	90
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.51	0.49	1.00	2.33	0.67	1.00	2.64	0.36
Final Sat.:	1650	3300	1650	1650	2489	811	1650	3838	1112	1650	4356	594
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.00	0.21	0.17	0.17	0.08	0.36	0.36	0.08	0.15	0.15
Crit Volume:	250				285				593	130		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #2 Myrtle Dr / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Myrtle Drive						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	40	0	40	80	1610	0	0	810	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	40	80	1610	0	0	810	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	40	80	1610	0	0	810	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	40	80	1610	0	0	810	20
RTOR Reduct:	0	0	0	0	0	40	0	0	0	0	0	0
RTOR Vol:	0	0	0	40	0	0	80	1610	0	0	810	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	40	0	0	80	1610	0	0	810	20
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.93	0.07
Final Sat.:	0	0	0	1720	0	1720	1720	3440	0	0	5036	124
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.05	0.47	0.00	0.00	0.16	0.16
Crit Volume:		0			40			805			0	
Crit Moves:				****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #3 Railroad Ave-Kirker Pass Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Railroad Avenue / Kirker Pass Roa						Buchanan Road					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	30	290	360	170	200	120	100	80	20	110	50	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	290	360	170	200	120	100	80	20	110	50	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	290	360	170	200	120	100	80	20	110	50	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	290	360	170	200	120	100	80	20	110	50	40
RTOR Reduct:	0	0	61	0	0	100	0	0	20	0	0	40
RTOR Vol:	30	290	300	170	200	20	100	80	0	110	50	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	290	300	170	200	20	100	80	0	110	50	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.38	0.62	1.00
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1650	1650	2063	1031	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.18	0.10	0.06	0.01	0.06	0.05	0.00	0.05	0.05	0.00
Crit Volume:			300	170			100			80		
Crit Moves:			****	****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #4 Somersville Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	50	180	30	330	530	170	370	170	260	60	80	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	180	30	330	530	170	370	170	260	60	80	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	180	30	330	530	170	370	170	260	60	80	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	180	30	330	530	170	370	170	260	60	80	280
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	280
RTOR Vol:	50	180	30	330	530	170	370	170	260	60	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	180	30	330	530	170	370	170	260	60	80	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	1.51	0.49	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	2829	471	1650	2499	801	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.20	0.21	0.21	0.22	0.10	0.16	0.04	0.05	0.00
Crit Volume:			105	330			370				80	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #5 Somersville Rd / James Donlon Blvd [With Project (signalized)]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	B

Street Name:	Somersville Road						James Donlon Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	30	10	10	550	10	230	50	1140	10	10	420	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	10	10	550	10	230	50	1140	10	10	420	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	10	10	550	10	230	50	1140	10	10	420	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	10	10	550	10	230	50	1140	10	10	420	190
RTOR Reduct:	0	0	0	0	0	28	0	0	10	0	0	190
RTOR Vol:	30	10	10	550	10	203	50	1140	0	10	420	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	10	10	550	10	203	50	1140	0	10	420	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	825	825	1650	1650	1650	3000	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.33	0.01	0.12	0.02	0.35	0.00	0.01	0.13	0.00
Crit Volume:		20		550				570		10		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #6 Kirker Pass Rd / Kirker Pass-James Donlon Ext

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Kirker Pass Road						Kirker Pass Road / James Donlon 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	40	660	950	20	320	130	70	30	30	480	50	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	660	950	20	320	130	70	30	30	480	50	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	660	950	20	320	130	70	30	30	480	50	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	660	950	20	320	130	70	30	30	480	50	40
RTOR Reduct:	0	0	264	0	0	70	0	0	30	0	0	20
RTOR Vol:	40	660	686	20	320	60	70	30	0	480	50	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	660	686	20	320	60	70	30	0	480	50	20
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.42	0.01	0.10	0.04	0.04	0.02	0.00	0.16	0.03	0.01
Crit Volume:			686	20				30		240		
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #7 Ventura Dr / James Donlon Ext

Cycle (sec):	100	Critical Vol./Cap.(X):	0.412
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Ventura Drive						James Donlon Extension					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	20	10	10	160	10	20	20	970	10	10	530	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	10	160	10	20	20	970	10	10	530	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	10	10	160	10	20	20	970	10	10	530	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	160	10	20	20	970	10	10	530	70
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	20	10	10	160	10	20	20	970	10	10	530	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	10	10	160	10	20	20	970	10	10	530	70
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	1.00	0.33	0.67	1.00	1.98	0.02	1.00	1.77	0.23
Final Sat.:	1650	825	825	1650	550	1100	1650	3266	34	1650	2915	385
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.02	0.02	0.01	0.30	0.30	0.01	0.18	0.18
Crit Volume:		20		160				490		10		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #8 Clayton Rd / Kirker Pass-Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Street Name:	Clayton Road						Kirker Pass Road / Ygnacio Valley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		2 0 3	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	220	440	140	620	890	30	150	1480	510	310	450	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	440	140	620	890	30	150	1480	510	310	450	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	440	140	620	890	30	150	1480	510	310	450	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	440	140	620	890	30	150	1480	510	310	450	290
RTOR Reduct:	0	0	0	0	0	30	0	0	121	0	0	290
RTOR Vol:	220	440	140	620	890	0	150	1480	389	310	450	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	440	140	620	890	0	150	1480	389	310	450	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	2.28	0.72	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3755	1195	3000	4950	1650	3000	4950	1650	3000	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.21	0.18	0.00	0.05	0.30	0.24	0.10	0.09	0.00
Crit Volume:		193		310				493		155		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #9 Alberta Way-Pine Hollow Dr / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	154	Level Of Service:	D

Street Name:	Alberta Way / Pine Hollow Drive						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	210	170	50	60	190	60	110	2080	440	60	660	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	170	50	60	190	60	110	2080	440	60	660	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	170	50	60	190	60	110	2080	440	60	660	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	170	50	60	190	60	110	2080	440	60	660	30
RTOR Reduct:	0	0	0	0	0	60	0	0	116	0	0	30
RTOR Vol:	210	170	50	60	190	0	110	2080	325	60	660	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	170	50	60	190	0	110	2080	325	60	660	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.77	0.23	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	1275	375	1650	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.04	0.12	0.00	0.07	0.63	0.20	0.04	0.20	0.00
Crit Volume:	105				190			1040		60		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #10 Ayers Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	Level Of Service:	D

Street Name:	Ayers Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	30	20	10	60	30	160	310	2560	170	20	830	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	10	60	30	160	310	2560	170	20	830	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	10	60	30	160	310	2560	170	20	830	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	10	60	30	160	310	2560	170	20	830	80
RTOR Reduct:	0	0	0	0	0	160	0	0	30	0	0	60
RTOR Vol:	30	20	10	60	30	0	310	2560	140	20	830	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	10	60	30	0	310	2560	140	20	830	20
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1100	550	1650	1650	1650	3000	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.02	0.00	0.10	0.78	0.08	0.01	0.25	0.01
Crit Volume:		30			60			1280			20	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #11 Cowell Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.990
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cowell Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	20	30	30	760	90	320	260	2250	30	30	700	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	30	760	90	320	260	2250	30	30	700	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	30	760	90	320	260	2250	30	30	700	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	30	760	90	320	260	2250	30	30	700	300
RTOR Reduct:	0	0	0	0	0	260	0	0	20	0	0	300
RTOR Vol:	20	30	30	760	90	60	260	2250	10	30	700	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	30	760	90	60	260	2250	10	30	700	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	825	825	3000	1650	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.25	0.05	0.04	0.16	0.68	0.01	0.02	0.21	0.00
Crit Volume:		60		380				1125		30		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #12 Clayton Rd / Treat Blvd-Denkinger Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	C

Street Name:	Clayton Road						Treat Boulevard / Denkinger Road					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	1 1	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	420	660	40	130	1500	280	200	580	470	160	310	60
Growth Adj:	1.00	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	660	40	130	1500	280	200	580	470	160	310	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	660	40	130	1500	280	200	580	470	160	310	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	660	40	130	1500	280	200	580	470	160	310	60
RTOR Reduct:	0	0	0	0	0	0	0	0	231	0	0	0
RTOR Vol:	420	660	40	130	1500	280	200	580	239	160	310	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	420	660	40	130	1500	280	200	580	239	160	310	60
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.83	0.17	1.00	2.53	0.47	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	3000	4667	283	1650	4171	779	1500	3300	1650	1650	2765	535
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.08	0.36	0.36	0.13	0.18	0.14	0.10	0.11	0.11
Crit Volume:	210				593			290			185	
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #13 Cowell Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	C

Street Name:	Cowell Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	2 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	270	300	80	390	610	130	270	1380	550	140	520	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	300	80	390	610	130	270	1380	550	140	520	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	300	80	390	610	130	270	1380	550	140	520	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	300	80	390	610	130	270	1380	550	140	520	190
RTOR Reduct:	0	0	0	0	0	130	0	0	149	0	0	190
RTOR Vol:	270	300	80	390	610	0	270	1380	402	140	520	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	300	80	390	610	0	270	1380	402	140	520	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.58	0.42	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	2605	695	3000	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.13	0.18	0.00	0.16	0.42	0.24	0.08	0.16	0.00
Crit Volume:	135			305			690			140		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #14 Oak Grove Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	Level Of Service:	D

Street Name:	Oak Grove Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	240	470	210	260	610	330	350	1790	280	230	860	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	470	210	260	610	330	350	1790	280	230	860	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	470	210	260	610	330	350	1790	280	230	860	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	470	210	260	610	330	350	1790	280	230	860	160
RTOR Reduct:	0	0	210	0	0	330	0	0	0	0	0	0
RTOR Vol:	240	470	0	260	610	0	350	1790	280	230	860	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	470	0	260	610	0	350	1790	280	230	860	160
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.59	0.41	1.00	2.53	0.47
Final Sat.:	3000	3300	1650	3000	3300	1650	1650	4280	670	1650	4174	776
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.00	0.09	0.18	0.00	0.21	0.42	0.42	0.14	0.21	0.21
Crit Volume:	120			305			690			230		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #1 Concord Blvd / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Concord Boulevard						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	600	580	230	120	110	190	120	640	130	60	1670	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	580	230	120	110	190	120	640	130	60	1670	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	580	230	120	110	190	120	640	130	60	1670	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	580	230	120	110	190	120	640	130	60	1670	200
RTOR Reduct:	0	0	60	0	0	0	0	0	0	0	0	0
RTOR Vol:	600	580	170	120	110	190	120	640	130	60	1670	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	600	580	170	120	110	190	120	640	130	60	1670	200
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.49	0.51	1.00	2.68	0.32
Final Sat.:	1650	3300	1650	1650	1650	1650	1650	4114	836	1650	4421	529
Capacity Analysis Module:												
Vol/Sat:	0.36	0.18	0.10	0.07	0.07	0.12	0.07	0.16	0.16	0.04	0.38	0.38
Crit Volume:	600					190	120					623
Crit Moves:	****					****	****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #2 Myrtle Dr / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Myrtle Drive						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	30	0	90	70	980	0	0	1670	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	90	70	980	0	0	1670	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	90	70	980	0	0	1670	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	90	70	980	0	0	1670	30
RTOR Reduct:	0	0	0	0	0	70	0	0	0	0	0	0
RTOR Vol:	0	0	0	30	0	20	70	980	0	0	1670	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	20	70	980	0	0	1670	30
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.95	0.05
Final Sat.:	0	0	0	1720	0	1720	1720	3440	0	0	5069	91
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.04	0.28	0.00	0.00	0.33	0.33
Crit Volume:		0			30			70				567
Crit Moves:				****			****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #3 Railroad Ave-Kirker Pass Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	C

Street Name:	Railroad Avenue / Kirker Pass Roa						Buchanan Road					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	30	870	610	70	580	30	100	60	40	1170	90	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	870	610	70	580	30	100	60	40	1170	90	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	870	610	70	580	30	100	60	40	1170	90	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	870	610	70	580	30	100	60	40	1170	90	90
RTOR Reduct:	0	0	610	0	0	30	0	0	30	0	0	70
RTOR Vol:	30	870	0	70	580	0	100	60	10	1170	90	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	870	0	70	580	0	100	60	10	1170	90	20
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.86	0.14	1.00
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1650	1650	2786	236	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.00	0.04	0.18	0.00	0.06	0.04	0.01	0.42	0.38	0.01
Crit Volume:		435			70			100			630	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #4 Somersville Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.061
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	630	990	40	100	140	170	500	180	230	30	450	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	630	990	40	100	140	170	500	180	230	30	450	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	630	990	40	100	140	170	500	180	230	30	450	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	630	990	40	100	140	170	500	180	230	30	450	360
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	100
RTOR Vol:	630	990	40	100	140	170	500	180	230	30	450	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	630	990	40	100	140	170	500	180	230	30	450	260
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3172	128	1650	1650	1650	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.38	0.31	0.31	0.06	0.08	0.10	0.30	0.11	0.14	0.02	0.27	0.16
Crit Volume:	630					170	500				450	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #6 Kirker Pass Rd / Kirker Pass-James Donlon Ext

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Kirker Pass Road						Kirker Pass Road / James Donlon 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	10	1040	0	0	1740	50	160	0	40	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:	10	1040	0	0	1740	50	160	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1040	0	0	1740	50	160	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1040	0	0	1740	50	160	0	40	0	0	0
RTOR Reduct:	0	0	0	0	0	50	0	0	10	0	0	0
RTOR Vol:	10	1040	0	0	1740	0	160	0	30	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1040	0	0	1740	0	160	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1720	3440	0	0	3440	1720	1720	0	1720	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.00	0.00	0.51	0.00	0.09	0.00	0.02	0.00	0.00	0.00
Crit Volume:	10				870		160				0	
Crit Moves:	****				****		****					

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #8 Clayton Rd / Kirker Pass-Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	D

Street Name:	Clayton Road						Kirker Pass Road / Ygnacio Valley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		2 0 3	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	640	1240	170	330	440	70	160	400	180	280	1540	810
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	640	1240	170	330	440	70	160	400	180	280	1540	810
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	640	1240	170	330	440	70	160	400	180	280	1540	810
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	640	1240	170	330	440	70	160	400	180	280	1540	810
RTOR Reduct:	0	0	0	0	0	70	0	0	180	0	0	182
RTOR Vol:	640	1240	170	330	440	0	160	400	0	280	1540	629
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	640	1240	170	330	440	0	160	400	0	280	1540	629
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	2.64	0.36	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4353	597	3000	4950	1650	3000	4950	1650	3000	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.21	0.28	0.28	0.11	0.09	0.00	0.05	0.08	0.00	0.09	0.31	0.38
Crit Volume:			470	165			80					629
Crit Moves:			****	****			****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #9 Alberta Way-Pine Hollow Dr / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	164	Level Of Service:	D

Street Name:	Alberta Way / Pine Hollow Drive						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	1 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	680	310	50	130	130	270	100	580	270	70	2330	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	680	310	50	130	130	270	100	580	270	70	2330	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	680	310	50	130	130	270	100	580	270	70	2330	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	310	50	130	130	270	100	580	270	70	2330	50
RTOR Reduct:	0	0	0	0	0	100	0	0	270	0	0	50
RTOR Vol:	680	310	50	130	130	170	100	580	0	70	2330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	310	50	130	130	170	100	580	0	70	2330	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.86	0.14	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	1421	229	1650	1650	1650	1650	4950	1650	1650	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.23	0.22	0.22	0.08	0.08	0.10	0.06	0.12	0.00	0.04	0.47	0.00
Crit Volume:	340					170	100				777	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #10 Ayers Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.984
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Ayers Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	110	50	10	180	40	470	70	790	40	10	3130	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	50	10	180	40	470	70	790	40	10	3130	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	50	10	180	40	470	70	790	40	10	3130	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	50	10	180	40	470	70	790	40	10	3130	140
RTOR Reduct:	0	0	0	0	0	39	0	0	40	0	0	140
RTOR Vol:	110	50	10	180	40	432	70	790	0	10	3130	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	50	10	180	40	432	70	790	0	10	3130	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.83	0.17	1.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1650	1375	275	1650	1650	1650	3000	4950	1650	1650	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.04	0.11	0.02	0.26	0.02	0.16	0.00	0.01	0.63	0.00
Crit Volume:	110					432	35				1043	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #11 Cowell Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	167	Level Of Service:	D

Street Name:	Cowell Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	50	100	40	330	30	450	210	520	10	20	2680	1010
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	100	40	330	30	450	210	520	10	20	2680	1010
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	100	40	330	30	450	210	520	10	20	2680	1010
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	100	40	330	30	450	210	520	10	20	2680	1010
RTOR Reduct:	0	0	0	0	0	210	0	0	10	0	0	182
RTOR Vol:	50	100	40	330	30	240	210	520	0	20	2680	829
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	100	40	330	30	240	210	520	0	20	2680	829
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.71	0.29	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1650	1179	471	3000	1650	1650	1650	4950	1650	1650	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.11	0.02	0.15	0.13	0.11	0.00	0.01	0.54	0.50
Crit Volume:			140	165			210				893	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #12 Clayton Rd / Treat Blvd-Denkinger Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.991
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Clayton Road						Treat Boulevard / Denkinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	1050	1820	20	170	710	330	420	270	170	90	770	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1050	1820	20	170	710	330	420	270	170	90	770	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1050	1820	20	170	710	330	420	270	170	90	770	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1050	1820	20	170	710	330	420	270	170	90	770	190
RTOR Reduct:	0	0	0	0	0	0	0	0	170	0	0	0
RTOR Vol:	1050	1820	20	170	710	330	420	270	0	90	770	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1050	1820	20	170	710	330	420	270	0	90	770	190
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.97	0.03	1.00	2.05	0.95	2.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	3000	4896	54	1650	3379	1571	3000	3300	1650	1650	2647	653
Capacity Analysis Module:												
Vol/Sat:	0.35	0.37	0.37	0.10	0.21	0.21	0.14	0.08	0.00	0.05	0.29	0.29
Crit Volume:	525			347			210			480		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #13 Cowell Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.004
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Cowell Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		2 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	620	630	90	130	340	370	110	370	200	50	1890	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	620	630	90	130	340	370	110	370	200	50	1890	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	620	630	90	130	340	370	110	370	200	50	1890	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	630	90	130	340	370	110	370	200	50	1890	80
RTOR Reduct:	0	0	0	0	0	110	0	0	200	0	0	72
RTOR Vol:	620	630	90	130	340	260	110	370	0	50	1890	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	620	630	90	130	340	260	110	370	0	50	1890	9
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.75	0.25	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	2888	413	3000	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.21	0.22	0.22	0.04	0.10	0.16	0.07	0.11	0.00	0.03	0.57	0.01
Crit Volume:	310					260	110				945	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #14 Oak Grove Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.266
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Oak Grove Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	510	1400	30	100	700	200	320	470	370	510	2900	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	510	1400	30	100	700	200	320	470	370	510	2900	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	510	1400	30	100	700	200	320	470	370	510	2900	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	1400	30	100	700	200	320	470	370	510	2900	140
RTOR Reduct:	0	0	30	0	0	200	0	0	0	0	0	0
RTOR Vol:	510	1400	0	100	700	0	320	470	370	510	2900	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	1400	0	100	700	0	320	470	370	510	2900	140
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.86	0.14
Final Sat.:	3000	3300	1650	3000	3300	1650	1650	3300	1650	1650	4722	228
Capacity Analysis Module:												
Vol/Sat:	0.17	0.42	0.00	0.03	0.21	0.00	0.19	0.14	0.22	0.31	0.61	0.61
Crit Volume:		700			50			320			1013	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #1 Concord Blvd / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	161	Level Of Service:	D

Street Name:	Concord Boulevard						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	250	210	40	360	430	130	180	1680	440	180	960	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	210	40	360	430	130	180	1680	440	180	960	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	210	40	360	430	130	180	1680	440	180	960	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	210	40	360	430	130	180	1680	440	180	960	160
RTOR Reduct:	0	0	40	0	0	0	0	0	0	0	0	0
RTOR Vol:	250	210	0	360	430	130	180	1680	440	180	960	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	210	0	360	430	130	180	1680	440	180	960	160
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	2.38	0.62	1.00	2.57	0.43
Final Sat.:	1650	3300	1650	1650	2534	766	1650	3923	1027	1650	4243	707
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.00	0.22	0.17	0.17	0.11	0.43	0.43	0.11	0.23	0.23
Crit Volume:	250			280			707		180			
Crit Moves:	****			****			****		****			

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #2 Myrtle Dr / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	Myrtle Drive						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	40	0	40	80	1930	0	0	1240	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	40	80	1930	0	0	1240	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	40	80	1930	0	0	1240	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	40	80	1930	0	0	1240	30
RTOR Reduct:	0	0	0	0	0	40	0	0	0	0	0	0
RTOR Vol:	0	0	0	40	0	0	80	1930	0	0	1240	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	40	0	0	80	1930	0	0	1240	30
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.93	0.07
Final Sat.:	0	0	0	1720	0	1720	1720	3440	0	0	5038	122
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.05	0.56	0.00	0.00	0.25	0.25
Crit Volume:		0		40				965		0		
Crit Moves:				****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #3 Railroad Ave-Kirker Pass Rd / Buchanan Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Street Name:	Railroad Avenue / Kirker Pass Roa						Buchanan Road					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	30	1310	860	180	950	120	100	60	30	700	100	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1310	860	180	950	120	100	60	30	700	100	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1310	860	180	950	120	100	60	30	700	100	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1310	860	180	950	120	100	60	30	700	100	70
RTOR Reduct:	0	0	385	0	0	100	0	0	30	0	0	70
RTOR Vol:	30	1310	475	180	950	20	100	60	0	700	100	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1310	475	180	950	20	100	60	0	700	100	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.75	0.25	1.00
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1650	1650	2625	413	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.29	0.11	0.29	0.01	0.06	0.04	0.00	0.27	0.24	0.00
Crit Volume:		655		180			100			400		
Crit Moves:		****		****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #4 Somersville Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.048
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	200	170	20	460	1010	330	340	500	750	110	400	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	170	20	460	1010	330	340	500	750	110	400	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	170	20	460	1010	330	340	500	750	110	400	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	170	20	460	1010	330	340	500	750	110	400	350
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	350
RTOR Vol:	200	170	20	460	1010	330	340	500	750	110	400	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	170	20	460	1010	330	340	500	750	110	400	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.51	0.49	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	2953	347	1650	2487	813	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.12	0.06	0.06	0.28	0.41	0.41	0.21	0.30	0.45	0.07	0.24	0.00
Crit Volume:	200				670				750	110		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #6 Kirker Pass Rd / Kirker Pass-James Donlon Ext

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Street Name:	Kirker Pass Road						Kirker Pass Road / James Donlon 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	40	1950	0	0	1320	170	100	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1950	0	0	1320	170	100	0	30	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1950	0	0	1320	170	100	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1950	0	0	1320	170	100	0	30	0	0	0
RTOR Reduct:	0	0	0	0	0	100	0	0	30	0	0	0
RTOR Vol:	40	1950	0	0	1320	70	100	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1950	0	0	1320	70	100	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1720	3440	0	0	3440	1720	1720	0	1720	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.57	0.00	0.00	0.38	0.04	0.06	0.00	0.00	0.00	0.00	0.00
Crit Volume:		975			0		100				0	
Crit Moves:		****			****		****					

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #8 Clayton Rd / Kirker Pass-Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Clayton Road						Kirker Pass Road / Ygnacio Valley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		2 0 3	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	260	480	140	810	1040	40	240	1860	720	350	650	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	480	140	810	1040	40	240	1860	720	350	650	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	480	140	810	1040	40	240	1860	720	350	650	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	480	140	810	1040	40	240	1860	720	350	650	340
RTOR Reduct:	0	0	0	0	0	40	0	0	143	0	0	340
RTOR Vol:	260	480	140	810	1040	0	240	1860	577	350	650	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	480	140	810	1040	0	240	1860	577	350	650	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	2.32	0.68	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3832	1118	3000	4950	1650	3000	4950	1650	3000	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.13	0.27	0.21	0.00	0.08	0.38	0.35	0.12	0.13	0.00
Crit Volume:		207		405				620		175		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #9 Alberta Way-Pine Hollow Dr / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	D

Street Name:	Alberta Way / Pine Hollow Drive						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	1 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	240	180	80	80	220	70	110	2650	560	90	920	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	180	80	80	220	70	110	2650	560	90	920	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	180	80	80	220	70	110	2650	560	90	920	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	180	80	80	220	70	110	2650	560	90	920	40
RTOR Reduct:	0	0	0	0	0	70	0	0	132	0	0	40
RTOR Vol:	240	180	80	80	220	0	110	2650	428	90	920	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	180	80	80	220	0	110	2650	428	90	920	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.69	0.31	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	1142	508	1650	1650	1650	1650	4950	1650	1650	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.05	0.13	0.00	0.07	0.54	0.26	0.05	0.19	0.00
Crit Volume:	120				220			883		90		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #10 Ayers Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Street Name:	Ayers Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	60	30	10	70	30	180	400	3240	210	20	1110	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	30	10	70	30	180	400	3240	210	20	1110	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	30	10	70	30	180	400	3240	210	20	1110	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	30	10	70	30	180	400	3240	210	20	1110	100
RTOR Reduct:	0	0	0	0	0	180	0	0	60	0	0	70
RTOR Vol:	60	30	10	70	30	0	400	3240	150	20	1110	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	30	10	70	30	0	400	3240	150	20	1110	30
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.75	0.25	1.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1650	1238	413	1650	1650	1650	3000	4950	1650	1650	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.02	0.04	0.02	0.00	0.13	0.65	0.09	0.01	0.22	0.02
Crit Volume:		40			70			1080			20	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #11 Cowell Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.965
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cowell Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	20	30	30	1060	90	390	290	2760	40	30	940	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	30	1060	90	390	290	2760	40	30	940	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	30	1060	90	390	290	2760	40	30	940	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	30	1060	90	390	290	2760	40	30	940	380
RTOR Reduct:	0	0	0	0	0	290	0	0	20	0	0	380
RTOR Vol:	20	30	30	1060	90	100	290	2760	20	30	940	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	30	1060	90	100	290	2760	20	30	940	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1650	825	825	3000	1650	1650	1650	4950	1650	1650	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.35	0.05	0.06	0.18	0.56	0.01	0.02	0.19	0.00
Crit Volume:		60		530				920		30		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #12 Clayton Rd / Treat Blvd-Denkinger Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.020
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Clayton Road						Treat Boulevard / Denkinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1	0	1 0 2	1	0	2 0 2	0	1	1 0 1	1	0
Volume Module:												
Base Vol:	430	880	50	280	1840	450	250	640	750	170	390	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	880	50	280	1840	450	250	640	750	170	390	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	880	50	280	1840	450	250	640	750	170	390	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	880	50	280	1840	450	250	640	750	170	390	120
RTOR Reduct:	0	0	0	0	0	0	0	0	237	0	0	0
RTOR Vol:	430	880	50	280	1840	450	250	640	514	170	390	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	880	50	280	1840	450	250	640	514	170	390	120
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.84	0.16	1.00	2.41	0.59	2.00	2.00	1.00	1.00	1.53	0.47
Final Sat.:	3000	4684	266	1650	3977	973	3000	3300	1650	1650	2524	776
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.19	0.17	0.46	0.46	0.08	0.19	0.31	0.10	0.15	0.15
Crit Volume:	215					763			514	170		
Crit Moves:	****					****			****	****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #13 Cowell Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.949
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cowell Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		2 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	330	360	80	380	800	130	270	1630	700	170	740	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	360	80	380	800	130	270	1630	700	170	740	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	360	80	380	800	130	270	1630	700	170	740	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	360	80	380	800	130	270	1630	700	170	740	210
RTOR Reduct:	0	0	0	0	0	130	0	0	182	0	0	209
RTOR Vol:	330	360	80	380	800	0	270	1630	519	170	740	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
FinalVolume:	330	360	80	380	800	0	270	1630	519	170	740	1
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.64	0.36	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	2700	600	3000	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.13	0.24	0.00	0.16	0.49	0.31	0.10	0.22	0.00
Crit Volume:	165			400			815			170		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #14 Oak Grove Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Oak Grove Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	270	490	210	260	780	360	430	2160	440	250	1010	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	490	210	260	780	360	430	2160	440	250	1010	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	490	210	260	780	360	430	2160	440	250	1010	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	490	210	260	780	360	430	2160	440	250	1010	160
RTOR Reduct:	0	0	210	0	0	360	0	0	0	0	0	0
RTOR Vol:	270	490	0	260	780	0	430	2160	440	250	1010	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	490	0	260	780	0	430	2160	440	250	1010	160
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.49	0.51	1.00	2.59	0.41
Final Sat.:	3000	3300	1650	3000	3300	1650	1650	4112	838	1650	4273	677
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.00	0.09	0.24	0.00	0.26	0.53	0.53	0.15	0.24	0.24
Crit Volume:	135			390			867			250		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #1 Concord Blvd / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Concord Boulevard						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	600	580	240	130	110	200	110	700	130	60	1710	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	580	240	130	110	200	110	700	130	60	1710	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	600	580	240	130	110	200	110	700	130	60	1710	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	580	240	130	110	200	110	700	130	60	1710	180
RTOR Reduct:	0	0	60	0	0	0	0	0	0	0	0	0
RTOR Vol:	600	580	180	130	110	200	110	700	130	60	1710	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	600	580	180	130	110	200	110	700	130	60	1710	180
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.53	0.47	1.00	2.71	0.29
Final Sat.:	1650	3300	1650	1650	1650	1650	1650	4175	775	1650	4479	471
Capacity Analysis Module:												
Vol/Sat:	0.36	0.18	0.11	0.08	0.07	0.12	0.07	0.17	0.17	0.04	0.38	0.38
Crit Volume:	600					200	110					630
Crit Moves:	****					****	****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #2 Myrtle Dr / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Myrtle Drive						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	30	0	90	70	1070	0	0	1670	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	90	70	1070	0	0	1670	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	90	70	1070	0	0	1670	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	90	70	1070	0	0	1670	30
RTOR Reduct:	0	0	0	0	0	70	0	0	0	0	0	0
RTOR Vol:	0	0	0	30	0	20	70	1070	0	0	1670	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	20	70	1070	0	0	1670	30
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.95	0.05
Final Sat.:	0	0	0	1720	0	1720	1720	3440	0	0	5069	91
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.04	0.31	0.00	0.00	0.33	0.33
Crit Volume:		0			30			70				567
Crit Moves:				****			****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #3 Railroad Ave-Kirker Pass Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Railroad Avenue / Kirker Pass Roa						Buchanan Road					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	30	1010	450	20	280	30	120	80	40	510	130	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1010	450	20	280	30	120	80	40	510	130	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1010	450	20	280	30	120	80	40	510	130	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1010	450	20	280	30	120	80	40	510	130	190
RTOR Reduct:	0	0	281	0	0	30	0	0	30	0	0	20
RTOR Vol:	30	1010	170	20	280	0	120	80	10	510	130	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1010	170	20	280	0	120	80	10	510	130	170
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.59	0.41	1.00
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1650	1650	2391	670	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.10	0.01	0.08	0.00	0.07	0.05	0.01	0.21	0.19	0.10
Crit Volume:		505			20			120			320	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #4 Somersville Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	121	Level Of Service:	D

Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	330	630	50	190	280	120	490	90	160	30	320	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	630	50	190	280	120	490	90	160	30	320	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	630	50	190	280	120	490	90	160	30	320	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	630	50	190	280	120	490	90	160	30	320	370
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	190
RTOR Vol:	330	630	50	190	280	120	490	90	160	30	320	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	630	50	190	280	120	490	90	160	30	320	180
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.40	0.60	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	3057	243	1650	2310	990	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.20	0.21	0.21	0.12	0.12	0.12	0.30	0.05	0.10	0.02	0.19	0.11
Crit Volume:		340			190			490			320	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #5 Somersville Rd / James Donlon Blvd [With Project (signalized)]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	Somersville Road						James Donlon Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	70	10	20	190	20	260	320	350	20	10	1170	680
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	20	190	20	260	320	350	20	10	1170	680
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	20	190	20	260	320	350	20	10	1170	680
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	10	20	190	20	260	320	350	20	10	1170	680
RTOR Reduct:	0	0	0	0	0	176	0	0	20	0	0	190
RTOR Vol:	70	10	20	190	20	84	320	350	0	10	1170	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	10	20	190	20	84	320	350	0	10	1170	490
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	550	1100	1650	1650	1650	3000	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.02	0.12	0.01	0.05	0.11	0.11	0.00	0.01	0.35	0.30
Crit Volume:		30			190			160			585	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #6 Kirker Pass Rd / Kirker Pass-James Donlon Ext

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Kirker Pass Road						Kirker Pass Road / James Donlon 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 1	0	1	2 0 1	0	1
Volume Module:												
Base Vol:	10	620	460	30	780	40	120	40	40	920	10	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	620	460	30	780	40	120	40	40	920	10	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	620	460	30	780	40	120	40	40	920	10	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	620	460	30	780	40	120	40	40	920	10	330
RTOR Reduct:	0	0	460	0	0	40	0	0	10	0	0	30
RTOR Vol:	10	620	0	30	780	0	120	40	30	920	10	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	620	0	30	780	0	120	40	30	920	10	300
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.00	0.02	0.24	0.00	0.07	0.02	0.02	0.31	0.01	0.18
Crit Volume:	10				390			40		460		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #7 Ventura Dr / James Donlon Ext

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Ventura Drive						James Donlon Extension					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	50	10	30	20	10	30	30	500	20	10	1230	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	10	30	20	10	30	30	500	20	10	1230	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	10	30	20	10	30	30	500	20	10	1230	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	10	30	20	10	30	30	500	20	10	1230	200
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	50	10	30	20	10	30	30	500	20	10	1230	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	10	30	20	10	30	30	500	20	10	1230	200
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.25	0.75	1.00	0.25	0.75	1.00	1.92	0.08	1.00	1.72	0.28
Final Sat.:	1650	413	1238	1650	413	1238	1650	3173	127	1650	2838	462
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.01	0.02	0.02	0.02	0.16	0.16	0.01	0.43	0.43
Crit Volume:	50				40		30					715
Crit Moves:	****				****		****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #8 Clayton Rd / Kirker Pass-Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	D

Street Name:	Clayton Road						Kirker Pass Road / Ygnacio Valley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		2 0 3	0 1		2 0 3	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	640	1240	170	340	440	70	160	430	180	290	1630	770
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	640	1240	170	340	440	70	160	430	180	290	1630	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	640	1240	170	340	440	70	160	430	180	290	1630	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	640	1240	170	340	440	70	160	430	180	290	1630	770
RTOR Reduct:	0	0	0	0	0	70	0	0	180	0	0	187
RTOR Vol:	640	1240	170	340	440	0	160	430	0	290	1630	583
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	640	1240	170	340	440	0	160	430	0	290	1630	583
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	2.64	0.36	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4353	597	3000	4950	1650	3000	4950	1650	3000	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.21	0.28	0.28	0.11	0.09	0.00	0.05	0.09	0.00	0.10	0.33	0.35
Crit Volume:			470	170			80					583
Crit Moves:			****	****			****					****

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #9 Alberta Way-Pine Hollow Dr / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	177	Level Of Service:	D

Street Name:	Alberta Way / Pine Hollow Drive						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	1 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	680	320	50	140	130	270	100	590	270	70	2380	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	680	320	50	140	130	270	100	590	270	70	2380	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	680	320	50	140	130	270	100	590	270	70	2380	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	320	50	140	130	270	100	590	270	70	2380	60
RTOR Reduct:	0	0	0	0	0	100	0	0	270	0	0	60
RTOR Vol:	680	320	50	140	130	170	100	590	0	70	2380	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	680	320	50	140	130	170	100	590	0	70	2380	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.86	0.14	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	1427	223	1650	1650	1650	1650	4950	1650	1650	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.23	0.22	0.22	0.08	0.08	0.10	0.06	0.12	0.00	0.04	0.48	0.00
Crit Volume:	340					170	100				793	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #10 Ayers Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.994
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Ayers Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	110	50	10	180	40	470	70	800	40	10	3180	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	50	10	180	40	470	70	800	40	10	3180	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	50	10	180	40	470	70	800	40	10	3180	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	50	10	180	40	470	70	800	40	10	3180	140
RTOR Reduct:	0	0	0	0	0	39	0	0	40	0	0	140
RTOR Vol:	110	50	10	180	40	432	70	800	0	10	3180	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	50	10	180	40	432	70	800	0	10	3180	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.83	0.17	1.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1650	1375	275	1650	1650	1650	3000	4950	1650	1650	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.04	0.11	0.02	0.26	0.02	0.16	0.00	0.01	0.64	0.00
Crit Volume:	110					432	35				1060	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #11 Cowell Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Cowell Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	50	100	40	340	30	450	210	550	10	20	2720	1030
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	100	40	340	30	450	210	550	10	20	2720	1030
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	100	40	340	30	450	210	550	10	20	2720	1030
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	100	40	340	30	450	210	550	10	20	2720	1030
RTOR Reduct:	0	0	0	0	0	210	0	0	10	0	0	187
RTOR Vol:	50	100	40	340	30	240	210	550	0	20	2720	843
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	100	40	340	30	240	210	550	0	20	2720	843
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.71	0.29	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1650	1179	471	3000	1650	1650	1650	4950	1650	1650	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.11	0.02	0.15	0.13	0.11	0.00	0.01	0.55	0.51
Crit Volume:			140	170			210				907	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #12 Clayton Rd / Treat Blvd-Denkinger Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.994
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Clayton Road						Treat Boulevard / Denkinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	1060	1830	20	160	720	330	430	280	180	90	750	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1060	1830	20	160	720	330	430	280	180	90	750	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1060	1830	20	160	720	330	430	280	180	90	750	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1060	1830	20	160	720	330	430	280	180	90	750	190
RTOR Reduct:	0	0	0	0	0	0	0	0	180	0	0	0
RTOR Vol:	1060	1830	20	160	720	330	430	280	0	90	750	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1060	1830	20	160	720	330	430	280	0	90	750	190
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.97	0.03	1.00	2.06	0.94	2.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	3000	4896	54	1650	3394	1556	3000	3300	1650	1650	2633	667
Capacity Analysis Module:												
Vol/Sat:	0.35	0.37	0.37	0.10	0.21	0.21	0.14	0.08	0.00	0.05	0.28	0.28
Crit Volume:	530				350		215				470	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #13 Cowell Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.007
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Cowell Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		2 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	630	640	90	130	350	370	110	390	200	50	1890	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	630	640	90	130	350	370	110	390	200	50	1890	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	630	640	90	130	350	370	110	390	200	50	1890	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	630	640	90	130	350	370	110	390	200	50	1890	80
RTOR Reduct:	0	0	0	0	0	110	0	0	200	0	0	72
RTOR Vol:	630	640	90	130	350	260	110	390	0	50	1890	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	630	640	90	130	350	260	110	390	0	50	1890	9
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.75	0.25	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	2893	407	3000	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.21	0.22	0.22	0.04	0.11	0.16	0.07	0.12	0.00	0.03	0.57	0.01
Crit Volume:	315					260	110				945	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #14 Oak Grove Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.270	
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	F	

Street Name:	Oak Grove Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	510	1410	30	110	700	200	310	480	370	510	2920	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	510	1410	30	110	700	200	310	480	370	510	2920	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	510	1410	30	110	700	200	310	480	370	510	2920	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	1410	30	110	700	200	310	480	370	510	2920	140
RTOR Reduct:	0	0	30	0	0	200	0	0	0	0	0	0
RTOR Vol:	510	1410	0	110	700	0	310	480	370	510	2920	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	1410	0	110	700	0	310	480	370	510	2920	140
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.86	0.14
Final Sat.:	3000	3300	1650	3000	3300	1650	1650	3300	1650	1650	4724	226
Capacity Analysis Module:												
Vol/Sat:	0.17	0.43	0.00	0.04	0.21	0.00	0.19	0.15	0.22	0.31	0.62	0.62
Crit Volume:		705			55			310			1020	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #1 Concord Blvd / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Concord Boulevard						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	250	210	60	370	430	140	190	1750	450	180	1100	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	210	60	370	430	140	190	1750	450	180	1100	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	210	60	370	430	140	190	1750	450	180	1100	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	210	60	370	430	140	190	1750	450	180	1100	190
RTOR Reduct:	0	0	60	0	0	0	0	0	0	0	0	0
RTOR Vol:	250	210	0	370	430	140	190	1750	450	180	1100	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	210	0	370	430	140	190	1750	450	180	1100	190
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.51	0.49	1.00	2.39	0.61	1.00	2.56	0.44
Final Sat.:	1650	3300	1650	1650	2489	811	1650	3938	1013	1650	4221	729
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.00	0.22	0.17	0.17	0.12	0.44	0.44	0.11	0.26	0.26
Crit Volume:	250			285			733			180		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #2 Myrtle Dr / Kirker Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Myrtle Drive						Kirker Pass Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	1 0
Volume Module:												
Base Vol:	0	0	0	40	0	40	80	2060	0	0	1400	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	40	80	2060	0	0	1400	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	40	80	2060	0	0	1400	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	40	80	2060	0	0	1400	30
RTOR Reduct:	0	0	0	0	0	40	0	0	0	0	0	0
RTOR Vol:	0	0	0	40	0	0	80	2060	0	0	1400	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	40	0	0	80	2060	0	0	1400	30
Saturation Flow Module:												
Sat/Lane:	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720	1720
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.94	0.06
Final Sat.:	0	0	0	1720	0	1720	1720	3440	0	0	5052	108
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.05	0.60	0.00	0.00	0.28	0.28
Crit Volume:		0		40				1030		0		
Crit Moves:				****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #3 Railroad Ave-Kirker Pass Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Railroad Avenue / Kirker Pass Roa						Buchanan Road					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	30	620	530	180	700	130	100	50	30	300	20	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	620	530	180	700	130	100	50	30	300	20	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	620	530	180	700	130	100	50	30	300	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	620	530	180	700	130	100	50	30	300	20	20
RTOR Reduct:	0	0	165	0	0	100	0	0	30	0	0	20
RTOR Vol:	30	620	365	180	700	30	100	50	0	300	20	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	620	365	180	700	30	100	50	0	300	20	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.88	0.12	1.00
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1650	1650	2813	206	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.22	0.11	0.21	0.02	0.06	0.03	0.00	0.11	0.10	0.00
Crit Volume:			365	180			100			160		
Crit Moves:			****	****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #4 Somersville Rd / Buchanan Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Street Name:	Somersville Road						Buchanan Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	50	180	30	570	730	210	370	310	340	120	120	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	180	30	570	730	210	370	310	340	120	120	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	180	30	570	730	210	370	310	340	120	120	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	180	30	570	730	210	370	310	340	120	120	350
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	350
RTOR Vol:	50	180	30	570	730	210	370	310	340	120	120	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	180	30	570	730	210	370	310	340	120	120	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1650	2829	471	1650	2563	737	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.35	0.28	0.28	0.22	0.19	0.21	0.07	0.07	0.00
Crit Volume:			105	570			370				120	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #5 Somersville Rd / James Donlon Blvd [With Project (signalized)]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	Level Of Service:	D

Street Name:	Somersville Road						James Donlon Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	30	10	20	790	70	310	100	1140	130	10	630	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	10	20	790	70	310	100	1140	130	10	630	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	10	20	790	70	310	100	1140	130	10	630	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	10	20	790	70	310	100	1140	130	10	630	190
RTOR Reduct:	0	0	0	0	0	55	0	0	30	0	0	190
RTOR Vol:	30	10	20	790	70	255	100	1140	100	10	630	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	10	20	790	70	255	100	1140	100	10	630	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	550	1100	1650	1650	1650	3000	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.48	0.04	0.15	0.03	0.35	0.06	0.01	0.19	0.00
Crit Volume:	30			790			570			10		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #6 Kirker Pass Rd / Kirker Pass-James Donlon Ext

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Street Name:	Kirker Pass Road						Kirker Pass Road / James Donlon 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	40	970	980	130	730	130	70	30	30	660	50	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	970	980	130	730	130	70	30	30	660	50	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	970	980	130	730	130	70	30	30	660	50	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	970	980	130	730	130	70	30	30	660	50	50
RTOR Reduct:	0	0	363	0	0	70	0	0	30	0	0	50
RTOR Vol:	40	970	617	130	730	60	70	30	0	660	50	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	970	617	130	730	60	70	30	0	660	50	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.37	0.08	0.22	0.04	0.04	0.02	0.00	0.22	0.03	0.00
Crit Volume:			617	130				30		330		
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #7 Ventura Dr / James Donlon Ext

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Ventura Drive						James Donlon Extension					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	0	1 0	1	0
Volume Module:												
Base Vol:	20	10	10	240	10	30	40	1000	50	30	730	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	10	240	10	30	40	1000	50	30	730	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	10	10	240	10	30	40	1000	50	30	730	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	240	10	30	40	1000	50	30	730	70
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	20	10	10	240	10	30	40	1000	50	30	730	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	10	10	240	10	30	40	1000	50	30	730	70
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	1.00	0.25	0.75	1.00	1.90	0.10	1.00	1.82	0.18
Final Sat.:	1650	825	825	1650	413	1238	1650	3143	157	1650	3011	289
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.02	0.02	0.02	0.32	0.32	0.02	0.24	0.24
Crit Volume:		20		240				525		30		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #8 Clayton Rd / Kirker Pass-Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Clayton Road						Kirker Pass Road / Ygnacio Valley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1	0	2 0 3	0	1	2 0 3	0	1	2 0 3	0	1
Volume Module:												
Base Vol:	270	480	140	840	1030	40	240	1960	720	370	720	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	480	140	840	1030	40	240	1960	720	370	720	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	480	140	840	1030	40	240	1960	720	370	720	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	480	140	840	1030	40	240	1960	720	370	720	370
RTOR Reduct:	0	0	0	0	0	40	0	0	149	0	0	370
RTOR Vol:	270	480	140	840	1030	0	240	1960	572	370	720	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	480	140	840	1030	0	240	1960	572	370	720	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	2.32	0.68	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3832	1118	3000	4950	1650	3000	4950	1650	3000	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.13	0.28	0.21	0.00	0.08	0.40	0.35	0.12	0.15	0.00
Crit Volume:		207		420				653		185		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #9 Alberta Way-Pine Hollow Dr / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	132	Level Of Service:	D

Street Name:	Alberta Way / Pine Hollow Drive						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	1 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	240	180	80	80	220	70	110	2740	550	100	960	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	180	80	80	220	70	110	2740	550	100	960	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	180	80	80	220	70	110	2740	550	100	960	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	180	80	80	220	70	110	2740	550	100	960	40
RTOR Reduct:	0	0	0	0	0	70	0	0	132	0	0	40
RTOR Vol:	240	180	80	80	220	0	110	2740	418	100	960	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	180	80	80	220	0	110	2740	418	100	960	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.69	0.31	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	1142	508	1650	1650	1650	1650	4950	1650	1650	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.05	0.13	0.00	0.07	0.55	0.25	0.06	0.19	0.00
Crit Volume:	120				220			913		100		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #10 Ayers Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Ayers Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	1 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	60	30	10	70	30	180	400	3320	210	20	1150	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	30	10	70	30	180	400	3320	210	20	1150	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	30	10	70	30	180	400	3320	210	20	1150	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	30	10	70	30	180	400	3320	210	20	1150	100
RTOR Reduct:	0	0	0	0	0	180	0	0	60	0	0	70
RTOR Vol:	60	30	10	70	30	0	400	3320	150	20	1150	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	30	10	70	30	0	400	3320	150	20	1150	30
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.75	0.25	1.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1650	1238	413	1650	1650	1650	3000	4950	1650	1650	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.02	0.04	0.02	0.00	0.13	0.67	0.09	0.01	0.23	0.02
Crit Volume:		40			70			1107			20	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #11 Cowell Rd / Ygnacio Valley Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.986
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cowell Road						Ygnacio Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	20	30	30	1090	90	400	290	2810	40	30	970	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	30	1090	90	400	290	2810	40	30	970	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	30	1090	90	400	290	2810	40	30	970	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	30	1090	90	400	290	2810	40	30	970	390
RTOR Reduct:	0	0	0	0	0	290	0	0	20	0	0	390
RTOR Vol:	20	30	30	1090	90	110	290	2810	20	30	970	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	30	1090	90	110	290	2810	20	30	970	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.50	0.50	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1650	825	825	3000	1650	1650	1650	4950	1650	1650	4950	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.36	0.05	0.07	0.18	0.57	0.01	0.02	0.20	0.00
Crit Volume:		60		545				937		30		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #12 Clayton Rd / Treat Blvd-Denkinger Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.024
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Clayton Road						Treat Boulevard / Denkinger Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	440	890	50	290	1870	440	260	630	760	160	400	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	890	50	290	1870	440	260	630	760	160	400	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	890	50	290	1870	440	260	630	760	160	400	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	890	50	290	1870	440	260	630	760	160	400	130
RTOR Reduct:	0	0	0	0	0	0	0	0	242	0	0	0
RTOR Vol:	440	890	50	290	1870	440	260	630	518	160	400	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	890	50	290	1870	440	260	630	518	160	400	130
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.84	0.16	1.00	2.43	0.57	2.00	2.00	1.00	1.00	1.51	0.49
Final Sat.:	3000	4687	263	1650	4007	943	3000	3300	1650	1650	2491	809
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.19	0.18	0.47	0.47	0.09	0.19	0.31	0.10	0.16	0.16
Crit Volume:	220					770			518	160		
Crit Moves:	****					****			****	****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

Intersection #13 Cowell Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.956
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cowell Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	1 0		2 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	340	370	80	380	800	130	270	1620	700	180	750	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	370	80	380	800	130	270	1620	700	180	750	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	370	80	380	800	130	270	1620	700	180	750	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	370	80	380	800	130	270	1620	700	180	750	210
RTOR Reduct:	0	0	0	0	0	130	0	0	187	0	0	209
RTOR Vol:	340	370	80	380	800	0	270	1620	513	180	750	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
FinalVolume:	340	370	80	380	800	0	270	1620	513	180	750	1
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.64	0.36	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	2713	587	3000	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.13	0.24	0.00	0.16	0.49	0.31	0.11	0.23	0.00
Crit Volume:	170			400			810			180		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
CCTALOS Method (Base Volume Alternative)

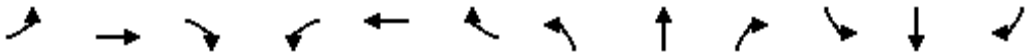
Intersection #14 Oak Grove Rd / Treat Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.006
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Oak Grove Road						Treat Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	280	510	210	260	780	370	430	2160	440	250	1030	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	510	210	260	780	370	430	2160	440	250	1030	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	510	210	260	780	370	430	2160	440	250	1030	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	510	210	260	780	370	430	2160	440	250	1030	160
RTOR Reduct:	0	0	210	0	0	370	0	0	0	0	0	0
RTOR Vol:	280	510	0	260	780	0	430	2160	440	250	1030	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	510	0	260	780	0	430	2160	440	250	1030	160
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.49	0.51	1.00	2.60	0.40
Final Sat.:	3000	3300	1650	3000	3300	1650	1650	4112	838	1650	4284	666
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.00	0.09	0.24	0.00	0.26	0.53	0.53	0.15	0.24	0.24
Crit Volume:	140			390			867			250		
Crit Moves:	****			****			****			****		

APPENDIX C
SYNCHRO CALCULATION WORKSHEETS

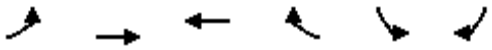
FEHR PEERS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4891		1770	4913		1770	3539	1543	1770	3198	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	4891		1770	4913		1770	3539	1543	1770	3198	
Volume (vph)	112	343	96	53	1292	311	407	564	112	52	80	100
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	118	361	101	56	1360	327	428	594	118	55	84	105
RTOR Reduction (vph)	0	29	0	0	24	0	0	0	86	0	98	0
Lane Group Flow (vph)	118	433	0	56	1663	0	428	594	32	55	91	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	14.8	75.8		8.5	69.5		39.4	41.1	41.1	8.6	10.3	
Effective Green, g (s)	14.8	75.8		8.5	69.5		39.4	41.1	41.1	8.6	10.3	
Actuated g/C Ratio	0.10	0.51		0.06	0.46		0.26	0.27	0.27	0.06	0.07	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	175	2472		100	2276		465	970	423	101	220	
v/s Ratio Prot	c0.07	0.09		0.03	c0.34		c0.24	c0.17		0.03	0.03	
v/s Ratio Perm									0.02			
v/c Ratio	0.67	0.18		0.56	0.73		0.92	0.61	0.08	0.54	0.41	
Uniform Delay, d1	65.3	20.1		68.9	32.7		53.8	47.5	40.4	68.8	67.0	
Progression Factor	1.00	1.00		0.44	1.54		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.8	0.2		5.1	1.5		23.6	1.2	0.1	5.9	1.3	
Delay (s)	75.1	20.3		35.1	51.9		77.3	48.7	40.5	74.7	68.2	
Level of Service	E	C		D	D		E	D	D	E	E	
Approach Delay (s)		31.4			51.4			58.6			69.7	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM Average Control Delay	51.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

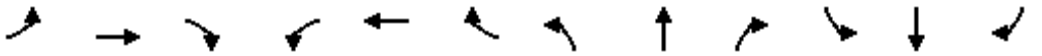
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.91		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	5069		1770	1543
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	5069		1770	1543
Volume (vph)	62	502	1459	25	23	56
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	65	523	1520	26	24	58
RTOR Reduction (vph)	0	0	1	0	0	30
Lane Group Flow (vph)	65	523	1545	0	24	28
Confl. Peds. (#/hr)				5		5
Turn Type	Prot					Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	8.8	70.5	57.7		16.0	16.0
Effective Green, g (s)	8.8	70.5	57.7		71.5	71.5
Actuated g/C Ratio	0.06	0.47	0.38		0.48	0.48
Clearance Time (s)	4.0	4.0	4.0		59.5	59.5
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	104	1663	1950		844	735
v/s Ratio Prot	c0.04	0.15	c0.30		0.01	
v/s Ratio Perm						c0.02
v/c Ratio	0.62	0.31	0.79		0.03	0.04
Uniform Delay, d1	69.0	24.7	40.8		20.8	20.9
Progression Factor	0.86	0.80	1.00		1.00	1.00
Incremental Delay, d2	11.1	0.5	3.4		0.1	0.1
Delay (s)	70.3	20.2	44.2		20.9	21.0
Level of Service	E	C	D		C	C
Approach Delay (s)		25.7	44.2		21.0	
Approach LOS		C	D		C	

Intersection Summary			
HCM Average Control Delay	38.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

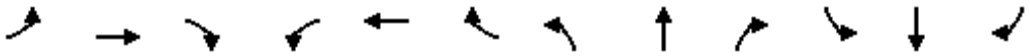
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1513	1681	1697	1551	1770	3539	1548	1770	3539	1527
Flt Permitted	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1513	1681	1697	1551	1770	3539	1548	1770	3539	1527
Volume (vph)	71	60	35	1073	84	65	17	247	287	51	380	27
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	76	64	37	1141	89	69	18	263	305	54	404	29
RTOR Reduction (vph)	0	0	34	0	0	22	0	0	250	0	0	23
Lane Group Flow (vph)	76	64	3	599	631	47	18	263	55	54	404	6
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8			2			6
Actuated Green, G (s)	6.8	6.8	6.8	36.5	36.5	36.5	2.6	13.4	13.4	4.9	15.7	15.7
Effective Green, g (s)	7.3	7.3	7.3	37.5	37.5	37.5	2.6	14.4	14.4	4.9	16.7	16.7
Actuated g/C Ratio	0.09	0.09	0.09	0.47	0.47	0.47	0.03	0.18	0.18	0.06	0.21	0.21
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	161	170	138	787	794	726	57	636	278	108	738	318
v/s Ratio Prot	c0.04	0.03		0.36	c0.37		0.01	0.07		c0.03	c0.11	
v/s Ratio Perm			0.00			0.03			0.04			0.00
v/c Ratio	0.47	0.38	0.02	0.76	0.79	0.07	0.32	0.41	0.20	0.50	0.55	0.02
Uniform Delay, d1	34.6	34.3	33.2	17.6	18.0	11.7	37.9	29.1	27.9	36.4	28.3	25.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	1.4	0.1	4.4	5.5	0.0	3.2	0.4	0.3	3.6	0.8	0.0
Delay (s)	36.7	35.7	33.2	22.0	23.6	11.7	41.1	29.5	28.3	40.0	29.2	25.2
Level of Service	D	D	C	C	C	B	D	C	C	D	C	C
Approach Delay (s)		35.6			22.2			29.2			30.1	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM Average Control Delay	26.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	80.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

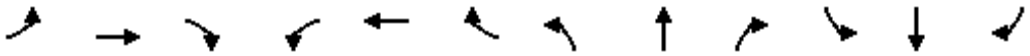
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.97	1.00	1.00		1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	1.00	0.85	1.00	0.99		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3158		1770	1863	1536	1770	3513		1770	3131	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3158		1770	1863	1536	1770	3513		1770	3131	
Volume (vph)	193	138	168	24	415	301	597	723	31	53	77	111
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	217	155	189	27	466	338	671	812	35	60	87	125
RTOR Reduction (vph)	0	123	0	0	0	177	0	3	0	0	113	0
Lane Group Flow (vph)	217	221	0	27	466	161	671	844	0	60	99	0
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	12.0	34.7		3.0	25.7	25.7	36.0	38.4		6.7	9.1	
Effective Green, g (s)	12.0	34.7		3.0	25.7	25.7	36.0	38.4		6.7	9.1	
Actuated g/C Ratio	0.12	0.35		0.03	0.26	0.26	0.36	0.39		0.07	0.09	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	215	1109		54	485	400	645	1365		120	288	
v/s Ratio Prot	c0.12	0.07		0.02	c0.25		c0.38	c0.24		0.03	0.03	
v/s Ratio Perm						0.10						
v/c Ratio	1.01	0.20		0.50	0.96	0.40	1.04	0.62		0.50	0.34	
Uniform Delay, d1	43.4	22.4		47.2	36.1	30.2	31.4	24.3		44.4	42.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	63.8	0.1		7.1	30.9	0.7	46.3	0.8		3.3	0.7	
Delay (s)	107.2	22.5		54.3	67.0	30.9	77.7	25.1		47.7	42.8	
Level of Service	F	C		D	E	C	E	C		D	D	
Approach Delay (s)		55.2			51.9			48.4			43.8	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM Average Control Delay	50.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	98.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		

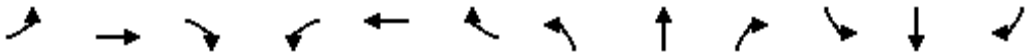
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	39	3	0	4	11	1313	0	1	2	236	8	19
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	40	3	0	4	11	1340	0	1	2	241	8	19
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	517	513	28	513	521	12	33			8		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	517	513	28	513	521	12	33			8		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	99	100	99	97	0	100			85		
cM capacity (veh/h)	0	392	1039	409	388	1060	1573			1605		

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	40	2	1	4	11	1340	3	268
Volume Left	40	0	0	4	0	0	0	241
Volume Right	0	0	0	0	0	1340	2	19
cSH	0	392	392	409	388	1060	1573	1605
Volume to Capacity	Err	0.01	0.00	0.01	0.03	1.26	0.00	0.15
Queue Length 95th (ft)	Err	0	0	1	2	1149	0	13
Control Delay (s)	Err	14.2	14.2	13.9	14.6	141.8	0.0	7.0
Lane LOS	F	B	B	B	B	F		A
Approach Delay (s)	Err			140.4			0.0	7.0
Approach LOS	F			F				

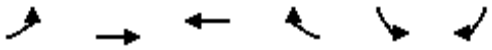
Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	100.0%	ICU Level of Service	G	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4894		1770	4976		1770	3539	1543	1770	3415	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	4894		1770	4976		1770	3539	1543	1770	3415	
Volume (vph)	124	1238	338	70	429	60	199	151	28	322	398	100
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	131	1303	356	74	452	63	209	159	29	339	419	105
RTOR Reduction (vph)	0	29	0	0	10	0	0	0	26	0	15	0
Lane Group Flow (vph)	131	1630	0	74	505	0	209	159	3	339	509	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	15.9	74.9		10.7	69.7		21.9	16.1	16.1	32.3	26.5	
Effective Green, g (s)	15.9	74.9		10.7	69.7		21.9	16.1	16.1	32.3	26.5	
Actuated g/C Ratio	0.11	0.50		0.07	0.46		0.15	0.11	0.11	0.22	0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	188	2444		126	2312		258	380	166	381	603	
v/s Ratio Prot	c0.07	c0.33		0.04	0.10		0.12	0.04		c0.19	c0.15	
v/s Ratio Perm									0.00			
v/c Ratio	0.70	0.67		0.59	0.22		0.81	0.42	0.02	0.89	0.84	
Uniform Delay, d1	64.7	28.2		67.5	23.9		62.0	62.6	59.9	57.1	59.8	
Progression Factor	1.00	1.00		0.58	1.72		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.7	1.5		6.7	0.2		17.2	0.7	0.0	21.5	10.5	
Delay (s)	75.4	29.6		45.8	41.4		79.3	63.3	59.9	78.6	70.2	
Level of Service	E	C		D	D		E	E	E	E	E	
Approach Delay (s)		33.0			41.9			71.5			73.5	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM Average Control Delay	48.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

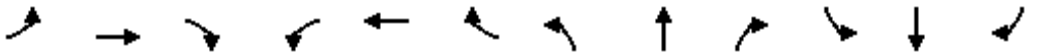
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.91		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	5066		1770	1543
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	5066		1770	1543
Volume (vph)	70	1453	488	10	28	33
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	73	1514	508	10	29	34
RTOR Reduction (vph)	0	0	1	0	0	18
Lane Group Flow (vph)	73	1514	517	0	29	16
Confl. Peds. (#/hr)				5		5
Turn Type	Prot					Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	10.3	70.5	56.2		71.5	71.5
Effective Green, g (s)	10.3	70.5	56.2		71.5	71.5
Actuated g/C Ratio	0.07	0.47	0.37		0.48	0.48
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	122	1663	1898		844	735
v/s Ratio Prot	0.04	c0.43	0.10		c0.02	
v/s Ratio Perm						0.01
v/c Ratio	0.60	0.91	0.27		0.03	0.02
Uniform Delay, d1	67.8	36.8	32.7		20.9	20.8
Progression Factor	1.18	0.80	1.00		1.00	1.00
Incremental Delay, d2	5.7	6.9	0.4		0.1	0.1
Delay (s)	85.9	36.2	33.0		21.0	20.8
Level of Service	F	D	C		C	C
Approach Delay (s)		38.5	33.0		20.9	
Approach LOS		D	C		C	

Intersection Summary			
HCM Average Control Delay	36.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

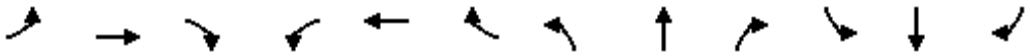
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1516	1681	1718	1551	1770	3539	1549	1770	3539	1528
Flt Permitted	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1516	1681	1718	1551	1770	3539	1549	1770	3539	1528
Volume (vph)	87	60	10	378	98	69	25	654	830	81	81	64
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	93	64	11	402	104	73	27	696	883	86	86	68
RTOR Reduction (vph)	0	0	10	0	0	56	0	0	495	0	0	39
Lane Group Flow (vph)	93	64	1	246	260	17	27	696	388	86	86	29
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8			2			6
Actuated Green, G (s)	6.8	6.8	6.8	16.6	16.6	16.6	2.7	26.6	26.6	7.3	31.2	31.2
Effective Green, g (s)	7.3	7.3	7.3	17.6	17.6	17.6	2.7	27.6	27.6	7.3	32.2	32.2
Actuated g/C Ratio	0.10	0.10	0.10	0.23	0.23	0.23	0.04	0.36	0.36	0.10	0.42	0.42
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	170	179	146	390	399	360	63	1289	564	170	1503	649
v/s Ratio Prot	c0.05	0.03		0.15	c0.15		0.02	0.20		c0.05	0.02	
v/s Ratio Perm			0.00			0.01			c0.25			0.02
v/c Ratio	0.55	0.36	0.01	0.63	0.65	0.05	0.43	0.54	0.69	0.51	0.06	0.04
Uniform Delay, d1	32.7	32.1	31.0	26.2	26.3	22.6	35.8	19.1	20.4	32.5	12.9	12.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.6	1.2	0.0	3.3	3.8	0.1	4.6	0.4	3.5	2.4	0.0	0.0
Delay (s)	36.2	33.3	31.0	29.5	30.1	22.6	40.4	19.5	23.9	34.9	12.9	12.8
Level of Service	D	C	C	C	C	C	D	B	C	C	B	B
Approach Delay (s)		34.8			28.9			22.3			20.7	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	24.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	75.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

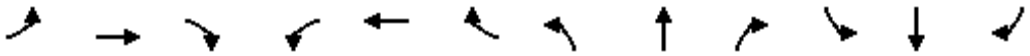
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.97	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.91		1.00	1.00	0.85	1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3143		1770	1863	1537	1770	3474		1770	3343	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3143		1770	1863	1537	1770	3474		1770	3343	
Volume (vph)	251	482	655	45	201	133	170	170	20	330	512	202
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	282	542	736	51	226	149	191	191	22	371	575	227
RTOR Reduction (vph)	0	234	0	0	0	115	0	8	0	0	40	0
Lane Group Flow (vph)	282	1044	0	51	226	34	191	205	0	371	762	0
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	17.9	35.2		3.6	20.9	20.9	13.2	15.3		22.6	24.7	
Effective Green, g (s)	17.9	35.2		3.6	20.9	20.9	13.2	15.3		22.6	24.7	
Actuated g/C Ratio	0.19	0.38		0.04	0.23	0.23	0.14	0.17		0.24	0.27	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	342	1193		69	420	347	252	573		432	891	
v/s Ratio Prot	c0.16	c0.33		0.03	0.12		0.11	0.06		c0.21	c0.23	
v/s Ratio Perm						0.02						
v/c Ratio	0.82	0.88		0.74	0.54	0.10	0.76	0.36		0.86	0.85	
Uniform Delay, d1	35.9	26.7		44.1	31.6	28.4	38.2	34.3		33.5	32.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.8	7.4		33.5	1.3	0.1	12.3	0.4		15.5	8.0	
Delay (s)	50.7	34.1		77.6	33.0	28.5	50.5	34.7		49.0	40.3	
Level of Service	D	C		E	C	C	D	C		D	D	
Approach Delay (s)		37.1			36.8			42.2			43.1	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM Average Control Delay	39.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	92.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		

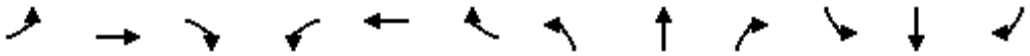
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	15	12	0	2	8	325	0	6	4	1201	5	23
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	15	12	0	2	8	332	0	6	4	1226	5	23
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2490	2488	27	2492	2498	18	34			15		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2490	2488	27	2492	2498	18	34			15		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	100	0	0	68	100			23		
cM capacity (veh/h)	0	7	1040	0	7	1051	1572			1596		

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	15	8	4	2	8	332	10	1254
Volume Left	15	0	0	2	0	0	0	1226
Volume Right	0	0	0	0	0	332	4	23
cSH	0	7	7	0	7	1051	1572	1596
Volume to Capacity	Err	1.21	0.61	Err	1.23	0.32	0.00	0.77
Queue Length 95th (ft)	Err	46	27	Err	46	34	0	210
Control Delay (s)	Err	1127.9	841.8	Err	1147.7	10.0	0.0	14.2
Lane LOS	F	F	F	F	F	A		B
Approach Delay (s)	Err			Err			0.0	14.2
Approach LOS	F			F				

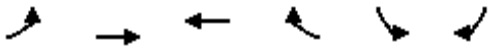
Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	89.9%	ICU Level of Service	E	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4891		1770	4941		1770	3539	1543	1770	3188	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	4891		1770	4941		1770	3539	1543	1770	3188	
Volume (vph)	120	430	120	60	1500	290	500	570	150	70	90	120
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	120	430	120	60	1500	290	500	570	150	70	90	120
RTOR Reduction (vph)	0	31	0	0	18	0	0	0	105	0	112	0
Lane Group Flow (vph)	120	519	0	60	1772	0	500	570	45	70	98	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	14.8	71.0		8.6	64.8		43.9	45.1	45.1	9.3	10.5	
Effective Green, g (s)	14.8	71.0		8.6	64.8		43.9	45.1	45.1	9.3	10.5	
Actuated g/C Ratio	0.10	0.47		0.06	0.43		0.29	0.30	0.30	0.06	0.07	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	175	2315		101	2135		518	1064	464	110	223	
v/s Ratio Prot	c0.07	0.11		0.03	c0.36		c0.28	c0.16		0.04	0.03	
v/s Ratio Perm									0.03			
v/c Ratio	0.69	0.22		0.59	0.83		0.97	0.54	0.10	0.64	0.44	
Uniform Delay, d1	65.4	23.3		69.0	37.7		52.3	43.7	37.8	68.7	66.9	
Progression Factor	1.00	1.00		0.43	1.50		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.6	0.2		5.6	2.4		30.6	0.5	0.1	11.5	1.4	
Delay (s)	76.0	23.5		35.5	59.0		82.9	44.2	37.9	80.2	68.3	
Level of Service	E	C		D	E		F	D	D	F	E	
Approach Delay (s)		32.9			58.3			59.3			71.3	
Approach LOS		C			E			E			E	

Intersection Summary			
HCM Average Control Delay	55.3	HCM Level of Service	E
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

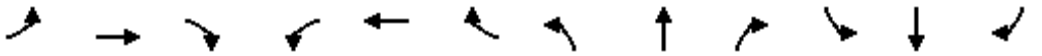
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.91		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	5068		1770	1543
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	5068		1770	1543
Volume (vph)	70	630	1660	30	30	60
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	70	630	1660	30	30	60
RTOR Reduction (vph)	0	0	1	0	0	31
Lane Group Flow (vph)	70	630	1689	0	30	29
Confl. Peds. (#/hr)				5		5
Turn Type	Prot					Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	8.9	70.5	57.6		16.0	16.0
Effective Green, g (s)	8.9	70.5	57.6		71.5	71.5
Actuated g/C Ratio	0.06	0.47	0.38		0.48	0.48
Clearance Time (s)	4.0	4.0	4.0		59.5	59.5
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	105	1663	1946		844	735
v/s Ratio Prot	c0.04	0.18	c0.33		0.02	
v/s Ratio Perm						c0.02
v/c Ratio	0.67	0.38	0.87		0.04	0.04
Uniform Delay, d1	69.1	25.6	42.7		20.9	20.9
Progression Factor	0.88	0.78	1.00		1.00	1.00
Incremental Delay, d2	14.6	0.6	5.6		0.1	0.1
Delay (s)	75.1	20.6	48.2		21.0	21.0
Level of Service	E	C	D		C	C
Approach Delay (s)		26.0	48.2		21.0	
Approach LOS		C	D		C	

Intersection Summary			
HCM Average Control Delay	41.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1509	1681	1697	1550	1770	3539	1547	1770	3539	1526
Flt Permitted	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1509	1681	1697	1550	1770	3539	1547	1770	3539	1526
Volume (vph)	80	60	40	1110	90	70	30	360	520	70	580	30
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	80	60	40	1110	90	70	30	360	520	70	580	30
RTOR Reduction (vph)	0	0	37	0	0	27	0	0	392	0	0	22
Lane Group Flow (vph)	80	60	3	584	616	43	30	360	128	70	580	8
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8			2			6
Actuated Green, G (s)	6.6	6.6	6.6	34.3	34.3	34.3	3.4	19.6	19.6	4.9	21.1	21.1
Effective Green, g (s)	7.1	7.1	7.1	35.3	35.3	35.3	3.4	20.6	20.6	4.9	22.1	22.1
Actuated g/C Ratio	0.08	0.08	0.08	0.42	0.42	0.42	0.04	0.25	0.25	0.06	0.26	0.26
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	150	158	128	707	714	652	72	869	380	103	932	402
v/s Ratio Prot	c0.05	0.03		0.35	c0.36		0.02	0.10		c0.04	c0.16	
v/s Ratio Perm			0.00			0.03			0.08			0.01
v/c Ratio	0.53	0.38	0.03	0.83	0.86	0.07	0.42	0.41	0.34	0.68	0.62	0.02
Uniform Delay, d1	36.8	36.3	35.2	21.6	22.1	14.5	39.3	26.6	26.0	38.7	27.2	22.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.6	1.5	0.1	7.8	10.5	0.0	3.9	0.3	0.5	16.4	1.3	0.0
Delay (s)	40.4	37.8	35.3	29.4	32.6	14.5	43.2	26.9	26.6	55.1	28.5	22.9
Level of Service	D	D	D	C	C	B	D	C	C	E	C	C
Approach Delay (s)		38.4			30.1			27.2			31.0	
Approach LOS		D			C			C			C	

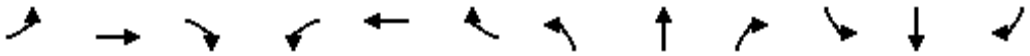
Intersection Summary			
HCM Average Control Delay	30.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	83.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.96		1.00	1.00	0.96	1.00	1.00		1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.91		1.00	1.00	0.85	1.00	0.99		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3116		1770	1863	1522	1770	3511		1770	3105	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3116		1770	1863	1522	1770	3511		1770	3105	
Volume (vph)	490	150	200	30	420	310	610	900	40	80	120	170
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	490	150	200	30	420	310	610	900	40	80	120	170
RTOR Reduction (vph)	0	111	0	0	0	157	0	2	0	0	157	0
Lane Group Flow (vph)	490	239	0	30	420	153	610	938	0	80	133	0
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	37.0	65.2		5.4	33.6	33.6	49.0	48.8		11.3	11.1	
Effective Green, g (s)	37.0	65.2		5.4	33.6	33.6	49.0	48.8		11.3	11.1	
Actuated g/C Ratio	0.25	0.44		0.04	0.23	0.23	0.33	0.33		0.08	0.08	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	446	1385		65	427	349	591	1168		136	235	
v/s Ratio Prot	c0.28	0.08		0.02	c0.23		c0.34	c0.27		0.05	0.04	
v/s Ratio Perm						0.10						
v/c Ratio	1.10	0.17		0.46	0.98	0.44	1.03	0.80		0.59	0.57	
Uniform Delay, d1	54.8	24.5		69.2	56.3	48.5	48.8	44.6		65.5	65.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	72.1	0.1		5.1	39.0	0.9	45.5	4.1		6.4	3.1	
Delay (s)	126.9	24.6		74.3	95.2	49.3	94.4	48.7		71.8	68.6	
Level of Service	F	C		E	F	D	F	D		E	E	
Approach Delay (s)		84.3			75.7			66.7			69.3	
Approach LOS		F			E			E			E	

Intersection Summary			
HCM Average Control Delay	73.1	HCM Level of Service	E
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	146.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	106.9%	ICU Level of Service	G
Analysis Period (min)	15		

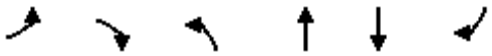
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	70	40	10	10	40	1330	20	30	20	290	10	20
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	70	40	10	10	40	1330	20	30	20	290	10	20
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	710	700	30	720	700	50	35			55		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	710	700	30	720	700	50	35			55		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	86	99	96	86	0	99			81		
cM capacity (veh/h)	0	289	1036	255	289	1010	1570			1544		

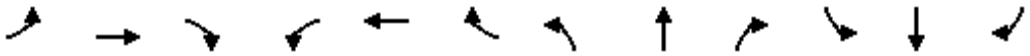
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	70	27	23	10	40	1330	70	320
Volume Left	70	0	0	10	0	0	20	290
Volume Right	0	0	10	0	0	1330	20	20
cSH	0	289	418	255	289	1010	1570	1544
Volume to Capacity	Err	0.09	0.06	0.04	0.14	1.32	0.01	0.19
Queue Length 95th (ft)	Err	8	4	3	12	1250	1	17
Control Delay (s)	Err	18.7	14.1	19.7	19.5	164.8	2.2	7.3
Lane LOS	F	C	B	C	C	F	A	A
Approach Delay (s)	Err			159.5			2.2	7.3
Approach LOS	F			F				

Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	102.0%	ICU Level of Service	G	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Volume (vph)	160	40	10	700	1670	50
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	160	40	10	700	1670	50
RTOR Reduction (vph)	0	35	0	0	0	9
Lane Group Flow (vph)	160	5	10	700	1670	41
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	10.8	10.8	1.3	60.1	54.8	54.8
Effective Green, g (s)	10.8	10.8	1.3	60.1	54.8	54.8
Actuated g/C Ratio	0.14	0.14	0.02	0.76	0.69	0.69
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	242	217	29	2696	2458	1099
v/s Ratio Prot	c0.09		0.01	c0.20	c0.47	
v/s Ratio Perm		0.00				0.03
v/c Ratio	0.66	0.03	0.34	0.26	0.68	0.04
Uniform Delay, d1	32.3	29.5	38.4	2.8	7.0	3.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.6	0.0	7.0	0.2	1.5	0.1
Delay (s)	38.9	29.5	45.4	3.0	8.5	3.8
Level of Service	D	C	D	A	A	A
Approach Delay (s)	37.1			3.6	8.4	
Approach LOS	D			A	A	

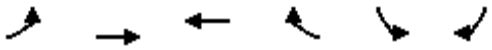
Intersection Summary			
HCM Average Control Delay	9.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	78.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.96		1.00	0.98		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4874		1770	4989		1770	3539	1543	1770	3396	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	4874		1770	4989		1770	3539	1543	1770	3396	
Volume (vph)	130	1280	400	110	580	70	250	170	40	340	430	130
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	130	1280	400	110	580	70	250	170	40	340	430	130
RTOR Reduction (vph)	0	35	0	0	9	0	0	0	35	0	20	0
Lane Group Flow (vph)	130	1645	0	110	641	0	250	170	5	340	540	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	15.8	70.1		12.1	66.4		24.4	19.5	19.5	32.3	27.4	
Effective Green, g (s)	15.8	70.1		12.1	66.4		24.4	19.5	19.5	32.3	27.4	
Actuated g/C Ratio	0.11	0.47		0.08	0.44		0.16	0.13	0.13	0.22	0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	186	2278		143	2208		288	460	201	381	620	
v/s Ratio Prot	c0.07	c0.34		0.06	0.13		0.14	0.05		c0.19	c0.16	
v/s Ratio Perm									0.00			
v/c Ratio	0.70	0.72		0.77	0.29		0.87	0.37	0.03	0.89	0.87	
Uniform Delay, d1	64.8	32.1		67.6	26.7		61.2	59.6	57.0	57.2	59.6	
Progression Factor	1.00	1.00		0.55	1.75		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.9	2.0		20.9	0.3		23.0	0.5	0.1	22.2	12.8	
Delay (s)	75.7	34.1		57.9	47.1		84.2	60.1	57.0	79.3	72.4	
Level of Service	E	C		E	D		F	E	E	E	E	
Approach Delay (s)		37.1			48.6			73.0			75.0	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM Average Control Delay	52.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.2%	ICU Level of Service	E
Analysis Period (min)	15		

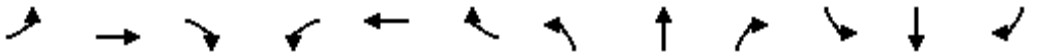
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.91		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	5058		1770	1543
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	5058		1770	1543
Volume (vph)	70	1500	690	20	30	40
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	70	1500	690	20	30	40
RTOR Reduction (vph)	0	0	2	0	0	21
Lane Group Flow (vph)	70	1500	708	0	30	19
Confl. Peds. (#/hr)				5		5
Turn Type	Prot					Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	8.9	70.5	57.6		71.5	71.5
Effective Green, g (s)	8.9	70.5	57.6		71.5	71.5
Actuated g/C Ratio	0.06	0.47	0.38		0.48	0.48
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	105	1663	1942		844	735
v/s Ratio Prot	0.04	c0.42	0.14		c0.02	
v/s Ratio Perm						0.01
v/c Ratio	0.67	0.90	0.36		0.04	0.03
Uniform Delay, d1	69.1	36.6	33.1		20.9	20.8
Progression Factor	1.25	0.74	1.00		1.00	1.00
Incremental Delay, d2	10.4	6.0	0.5		0.1	0.1
Delay (s)	97.1	33.0	33.6		21.0	20.9
Level of Service	F	C	C		C	C
Approach Delay (s)		35.8	33.6		20.9	
Approach LOS		D	C		C	

Intersection Summary			
HCM Average Control Delay	34.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

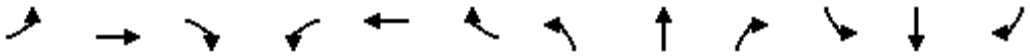
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1499	1681	1714	1550	1770	3539	1548	1770	3539	1527
Flt Permitted	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1499	1681	1714	1550	1770	3539	1548	1770	3539	1527
Volume (vph)	100	60	20	450	100	70	30	800	860	130	410	120
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	100	60	20	450	100	70	30	800	860	130	410	120
RTOR Reduction (vph)	0	0	19	0	0	53	0	0	462	0	0	65
Lane Group Flow (vph)	100	60	1	268	282	17	30	800	398	130	410	55
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8			2			6
Actuated Green, G (s)	5.3	5.3	5.3	18.4	18.4	18.4	2.5	31.7	31.7	7.0	36.2	36.2
Effective Green, g (s)	5.8	5.8	5.8	19.4	19.4	19.4	2.5	32.7	32.7	7.0	37.2	37.2
Actuated g/C Ratio	0.07	0.07	0.07	0.24	0.24	0.24	0.03	0.40	0.40	0.09	0.46	0.46
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	127	134	107	403	411	372	55	1430	626	153	1627	702
v/s Ratio Prot	c0.06	0.03		0.16	c0.16		0.02	0.23		c0.07	0.12	
v/s Ratio Perm			0.00			0.01			c0.26			0.04
v/c Ratio	0.79	0.45	0.01	0.67	0.69	0.05	0.55	0.56	0.64	0.85	0.25	0.08
Uniform Delay, d1	36.9	36.0	34.9	27.8	28.0	23.6	38.6	18.6	19.3	36.4	13.3	12.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	26.7	2.4	0.1	4.1	4.7	0.1	10.6	0.5	2.1	33.2	0.1	0.0
Delay (s)	63.7	38.4	34.9	31.9	32.7	23.7	49.2	19.0	21.4	69.6	13.4	12.3
Level of Service	E	D	C	C	C	C	D	B	C	E	B	B
Approach Delay (s)		52.1			31.3			20.8			24.3	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM Average Control Delay	25.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	80.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

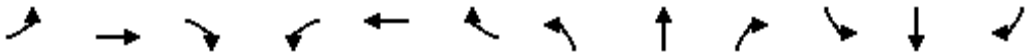


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.97	1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.91		1.00	1.00	0.85	1.00	0.98		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3130		1770	1863	1534	1770	3472		1770	3321	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3130		1770	1863	1534	1770	3472		1770	3321	
Volume (vph)	340	500	710	50	220	150	200	170	20	330	670	300
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	340	500	710	50	220	150	200	170	20	330	670	300
RTOR Reduction (vph)	0	186	0	0	0	118	0	7	0	0	47	0
Lane Group Flow (vph)	340	1024	0	50	220	32	200	183	0	330	923	0
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	23.2	38.5		6.7	22.0	22.0	7.2	17.9		23.5	34.2	
Effective Green, g (s)	23.2	38.5		6.7	22.0	22.0	7.2	17.9		23.5	34.2	
Actuated g/C Ratio	0.23	0.38		0.07	0.21	0.21	0.07	0.17		0.23	0.33	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	400	1175		116	399	329	124	606		405	1107	
v/s Ratio Prot	c0.19	c0.33		0.03	0.12		c0.11	0.05		c0.19	c0.28	
v/s Ratio Perm						0.02						
v/c Ratio	0.85	0.95dr		0.43	0.55	0.10	1.61	0.30		0.81	0.83	
Uniform Delay, d1	38.0	29.8		46.1	35.9	32.3	47.7	36.9		37.5	31.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.4	7.3		2.6	1.6	0.1	309.8	0.3		11.9	5.5	
Delay (s)	53.5	37.0		48.7	37.6	32.5	357.5	37.2		49.4	37.1	
Level of Service	D	D		D	D	C	F	D		D	D	
Approach Delay (s)		40.7			37.1			201.5			40.2	
Approach LOS		D			D			F			D	

Intersection Summary			
HCM Average Control Delay	57.2	HCM Level of Service	E
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	102.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	93.5%	ICU Level of Service	F
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

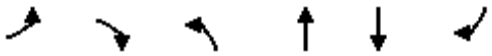
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	40	80	0	10	30	360	20	20	10	1390	10	50
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	40	80	0	10	30	360	20	20	10	1390	10	50
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2905	2895	45	2930	2915	35	65			35		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2905	2895	45	2930	2915	35	65			35		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	100	0	0	65	99			11		
cM capacity (veh/h)	0	2	1016	0	2	1029	1531			1570		

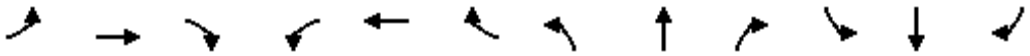
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	40	53	27	10	30	360	50	1450
Volume Left	40	0	0	10	0	0	20	1390
Volume Right	0	0	0	0	0	360	10	50
cSH	0	2	2	0	2	1029	1531	1570
Volume to Capacity	Err	29.90	14.95	Err	17.33	0.35	0.01	0.89
Queue Length 95th (ft)	Err	Err	Err	Err	Err	40	1	355
Control Delay (s)	Err	Err	Err	Err	Err	10.4	3.0	21.2
Lane LOS	F	F	F	F	F	B	A	C
Approach Delay (s)	Err			Err			3.0	21.2
Approach LOS	F			F				

Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	103.5%	ICU Level of Service	G	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Volume (vph)	100	30	40	1590	700	170
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	100	30	40	1590	700	170
RTOR Reduction (vph)	0	27	0	0	0	50
Lane Group Flow (vph)	100	3	40	1590	700	120
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	9.1	9.1	2.9	64.9	58.0	58.0
Effective Green, g (s)	9.1	9.1	2.9	64.9	58.0	58.0
Actuated g/C Ratio	0.11	0.11	0.04	0.79	0.71	0.71
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	196	176	63	2801	2503	1120
v/s Ratio Prot	c0.06		0.02	c0.45	0.20	
v/s Ratio Perm		0.00				0.08
v/c Ratio	0.51	0.02	0.63	0.57	0.28	0.11
Uniform Delay, d1	34.3	32.5	39.0	3.2	4.4	3.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	0.0	19.1	0.8	0.3	0.2
Delay (s)	36.6	32.5	58.1	4.1	4.7	4.0
Level of Service	D	C	E	A	A	A
Approach Delay (s)	35.6			5.4	4.5	
Approach LOS	D			A	A	

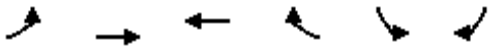
Intersection Summary			
HCM Average Control Delay	6.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.97	1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4901		1770	4938		1770	3539	1543	1770	3176	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	4901		1770	4938		1770	3539	1543	1770	3176	
Volume (vph)	120	460	120	60	1510	300	500	570	150	80	90	130
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	120	460	120	60	1510	300	500	570	150	80	90	130
RTOR Reduction (vph)	0	28	0	0	18	0	0	0	107	0	122	0
Lane Group Flow (vph)	120	552	0	60	1792	0	500	570	43	80	98	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	14.8	71.7		8.6	65.5		43.9	42.6	42.6	11.1	9.8	
Effective Green, g (s)	14.8	71.7		8.6	65.5		43.9	42.6	42.6	11.1	9.8	
Actuated g/C Ratio	0.10	0.48		0.06	0.44		0.29	0.28	0.28	0.07	0.07	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	175	2343		101	2156		518	1005	438	131	207	
v/s Ratio Prot	c0.07	0.11		0.03	c0.36		c0.28	c0.16		0.05	0.03	
v/s Ratio Perm									0.03			
v/c Ratio	0.69	0.24		0.59	0.83		0.97	0.57	0.10	0.61	0.48	
Uniform Delay, d1	65.4	23.0		69.0	37.4		52.3	45.8	39.5	67.4	67.6	
Progression Factor	1.00	1.00		0.44	1.49		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.6	0.2		5.6	2.4		30.6	0.7	0.1	8.2	1.7	
Delay (s)	76.0	23.3		35.9	58.3		82.9	46.6	39.6	75.5	69.3	
Level of Service	E	C		D	E		F	D	D	E	E	
Approach Delay (s)		32.3			57.6			60.6			71.0	
Approach LOS		C			E			E			E	

Intersection Summary			
HCM Average Control Delay	55.1	HCM Level of Service	E
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.91		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	5068		1770	1543
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	5068		1770	1543
Volume (vph)	70	640	1670	30	30	60
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	70	640	1670	30	30	60
RTOR Reduction (vph)	0	0	1	0	0	31
Lane Group Flow (vph)	70	640	1699	0	30	29
Confl. Peds. (#/hr)				5		5
Turn Type	Prot					Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	8.9	70.5	57.6		16.0	16.0
Effective Green, g (s)	8.9	70.5	57.6		71.5	71.5
Actuated g/C Ratio	0.06	0.47	0.38		0.48	0.48
Clearance Time (s)	4.0	4.0	4.0		59.5	59.5
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	105	1663	1946		844	735
v/s Ratio Prot	c0.04	0.18	c0.34		0.02	
v/s Ratio Perm						c0.02
v/c Ratio	0.67	0.38	0.87		0.04	0.04
Uniform Delay, d1	69.1	25.7	42.8		20.9	20.9
Progression Factor	0.88	0.78	1.00		1.00	1.00
Incremental Delay, d2	14.5	0.7	5.8		0.1	0.1
Delay (s)	75.4	20.6	48.6		21.0	21.0
Level of Service	E	C	D		C	C
Approach Delay (s)		26.0	48.6		21.0	
Approach LOS		C	D		C	

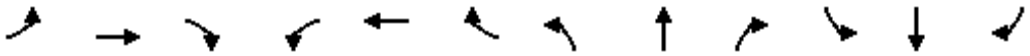
Intersection Summary			
HCM Average Control Delay	41.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1528	1681	1720	1555	1770	3539	1553	1770	3539	1534
Flt Permitted	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1528	1681	1720	1555	1770	3539	1553	1770	3539	1534
Volume (vph)	80	70	40	460	130	180	30	360	300	20	280	30
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	80	70	40	460	130	180	30	360	300	20	280	30
RTOR Reduction (vph)	0	0	35	0	0	126	0	0	221	0	0	23
Lane Group Flow (vph)	80	70	5	287	303	54	30	360	79	20	280	7
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8			2			6
Actuated Green, G (s)	6.6	6.6	6.6	15.8	15.8	15.8	2.0	13.7	13.7	0.9	12.6	12.6
Effective Green, g (s)	7.1	7.1	7.1	16.8	16.8	16.8	2.0	14.7	14.7	0.9	13.6	13.6
Actuated g/C Ratio	0.13	0.13	0.13	0.30	0.30	0.30	0.04	0.26	0.26	0.02	0.25	0.25
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	226	238	195	509	521	471	64	937	411	29	867	376
v/s Ratio Prot	c0.05	0.04		0.17	c0.18		c0.02	c0.10		0.01	0.08	
v/s Ratio Perm			0.00			0.04			0.05			0.00
v/c Ratio	0.35	0.29	0.03	0.56	0.58	0.12	0.47	0.38	0.19	0.69	0.32	0.02
Uniform Delay, d1	22.1	21.9	21.2	16.3	16.4	14.0	26.2	16.7	15.8	27.2	17.2	15.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.7	0.1	1.4	1.7	0.1	5.3	0.3	0.2	51.3	0.2	0.0
Delay (s)	23.1	22.6	21.2	17.7	18.0	14.1	31.6	17.0	16.0	78.4	17.4	15.9
Level of Service	C	C	C	B	B	B	C	B	B	E	B	B
Approach Delay (s)		22.5			17.0			17.2			21.0	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM Average Control Delay	18.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	55.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		

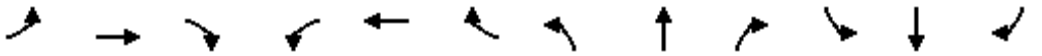
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.97	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.91		1.00	1.00	0.85	1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3165		1770	1863	1538	1770	3514		1770	3385	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3165		1770	1863	1538	1770	3514		1770	3385	
Volume (vph)	480	40	60	10	10	310	10	490	20	180	280	80
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	480	40	60	10	10	310	10	490	20	180	280	80
RTOR Reduction (vph)	0	34	0	0	0	267	0	2	0	0	16	0
Lane Group Flow (vph)	480	66	0	10	10	43	10	508	0	180	344	0
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	28.4	39.8		0.6	12.0	12.0	1.1	20.8		13.0	32.7	
Effective Green, g (s)	28.4	39.8		0.6	12.0	12.0	1.1	20.8		13.0	32.7	
Actuated g/C Ratio	0.31	0.44		0.01	0.13	0.13	0.01	0.23		0.14	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	557	1397		12	248	205	22	810		255	1227	
v/s Ratio Prot	c0.27	0.02		0.01	0.01		0.01	c0.14		c0.10	0.10	
v/s Ratio Perm						c0.03						
v/c Ratio	0.86	0.05		0.83	0.04	0.21	0.45	0.63		0.71	0.28	
Uniform Delay, d1	29.1	14.4		44.8	34.1	34.9	44.3	31.2		36.8	20.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.9	0.0		168.3	0.1	0.5	14.2	1.5		8.6	0.1	
Delay (s)	42.0	14.4		213.1	34.1	35.4	58.4	32.7		45.4	20.5	
Level of Service	D	B		F	C	D	E	C		D	C	
Approach Delay (s)		37.2			40.7			33.2			28.8	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	34.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	90.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		

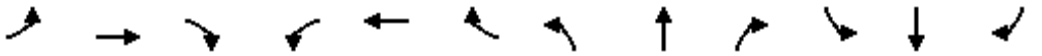
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1535	1770	3539	1554	1770	1656		1770	1863	1554
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1535	1770	3539	1554	1770	1656		1770	1863	1554
Volume (vph)	150	340	10	10	1080	360	40	10	20	190	10	190
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	150	340	10	10	1080	360	40	10	20	190	10	190
RTOR Reduction (vph)	0	0	4	0	0	62	0	19	0	0	0	161
Lane Group Flow (vph)	150	340	6	10	1080	298	40	11	0	190	10	29
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	6.8	39.9	39.9	0.6	33.7	33.7	2.8	2.6		10.9	10.7	10.7
Effective Green, g (s)	6.8	39.9	39.9	0.6	33.7	33.7	2.8	2.6		10.9	10.7	10.7
Actuated g/C Ratio	0.10	0.57	0.57	0.01	0.48	0.48	0.04	0.04		0.16	0.15	0.15
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	333	2017	875	15	1704	748	71	62		276	285	238
v/s Ratio Prot	c0.04	0.10		0.01	c0.31		0.02	0.01		c0.11	0.01	
v/s Ratio Perm			0.00			0.19						c0.02
v/c Ratio	0.45	0.17	0.01	0.67	0.63	0.40	0.56	0.17		0.69	0.04	0.12
Uniform Delay, d1	29.8	7.2	6.5	34.6	13.5	11.6	33.0	32.7		27.9	25.3	25.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.0	0.0	0.0	75.9	0.8	0.3	9.8	1.3		7.0	0.1	0.2
Delay (s)	30.8	7.2	6.5	110.5	14.3	12.0	42.8	34.0		34.9	25.3	25.8
Level of Service	C	A	A	F	B	B	D	C		C	C	C
Approach Delay (s)		14.3			14.4			39.1			30.2	
Approach LOS		B			B			D			C	

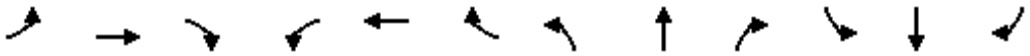
Intersection Summary					
HCM Average Control Delay	17.7	HCM Level of Service	B		
HCM Volume to Capacity ratio	0.56				
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0		
Intersection Capacity Utilization	61.3%	ICU Level of Service	B		
Analysis Period (min)	15				

c Critical Lane Group



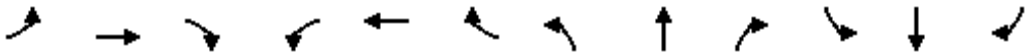
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	3433	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	3433	1863	1583	1770	3539	1583	1770	3539	1583
Volume (vph)	120	40	40	920	10	130	10	310	360	20	760	40
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	120	40	40	920	10	130	10	310	360	20	760	40
RTOR Reduction (vph)	0	0	37	0	0	77	0	0	0	0	0	29
Lane Group Flow (vph)	120	40	3	920	10	53	10	310	360	20	760	11
Turn Type	Prot		Perm	Prot		Perm	Prot		Free	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Actuated Green, G (s)	6.0	5.5	5.5	29.2	28.7	28.7	0.7	18.4	70.5	1.4	19.1	19.1
Effective Green, g (s)	6.0	5.5	5.5	29.2	28.7	28.7	0.7	18.4	70.5	1.4	19.1	19.1
Actuated g/C Ratio	0.09	0.08	0.08	0.41	0.41	0.41	0.01	0.26	1.00	0.02	0.27	0.27
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	151	145	123	1422	758	644	18	924	1583	35	959	429
v/s Ratio Prot	0.07	0.02		c0.27	0.01		0.01	0.09		0.01	c0.21	
v/s Ratio Perm			0.00			0.03			c0.23			0.01
v/c Ratio	0.79	0.28	0.03	0.65	0.01	0.08	0.56	0.34	0.23	0.57	0.79	0.03
Uniform Delay, d1	31.6	30.6	30.0	16.5	12.5	12.8	34.7	21.1	0.0	34.3	23.9	18.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.3	1.0	0.1	1.0	0.0	0.3	32.3	0.2	0.3	20.6	4.6	0.0
Delay (s)	56.0	31.7	30.1	17.5	12.5	13.1	67.0	21.3	0.3	54.8	28.4	18.9
Level of Service	E	C	C	B	B	B	E	C	A	D	C	B
Approach Delay (s)		45.9			17.0			10.9			28.6	
Approach LOS		D			B			B			C	

Intersection Summary			
HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	70.5	Sum of lost time (s)	4.0
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.98		1.00	0.90		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3526		1770	3458		1770	1676		1770	1676	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3526		1770	3458		1770	1676		1770	1676	
Volume (vph)	10	400	10	10	1000	180	40	10	20	20	10	20
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	400	10	10	1000	180	40	10	20	20	10	20
RTOR Reduction (vph)	0	1	0	0	9	0	0	20	0	0	20	0
Lane Group Flow (vph)	10	409	0	10	1171	0	40	10	0	20	10	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.8	55.0		0.8	55.0		0.8	1.5		0.8	1.5	
Effective Green, g (s)	0.8	55.0		0.8	55.0		0.8	1.5		0.8	1.5	
Actuated g/C Ratio	0.01	0.74		0.01	0.74		0.01	0.02		0.01	0.02	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	19	2617		19	2567		19	34		19	34	
v/s Ratio Prot	c0.01	0.12		0.01	c0.34		c0.02	c0.01		0.01	0.01	
v/s Ratio Perm												
v/c Ratio	0.53	0.16		0.53	0.46		2.11	0.31		1.05	0.31	
Uniform Delay, d1	36.5	2.8		36.5	3.7		36.6	35.8		36.6	35.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	23.9	0.0		23.9	0.1		638.0	5.1		224.0	5.1	
Delay (s)	60.3	2.8		60.3	3.9		674.7	40.8		260.7	40.8	
Level of Service	E	A		E	A		F	D		F	D	
Approach Delay (s)		4.2			4.3			403.0			128.8	
Approach LOS		A			A			F			F	

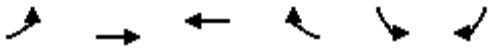
Intersection Summary			
HCM Average Control Delay	24.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	74.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4885		1770	4978		1770	3539	1543	1770	3387	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	4885		1770	4978		1770	3539	1543	1770	3387	
Volume (vph)	130	1380	400	130	660	90	250	180	40	340	430	140
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	130	1380	400	130	660	90	250	180	40	340	430	140
RTOR Reduction (vph)	0	33	0	0	11	0	0	0	35	0	21	0
Lane Group Flow (vph)	130	1747	0	130	739	0	250	180	5	340	549	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	15.8	68.7		13.3	66.2		24.4	19.7	19.7	32.3	27.6	
Effective Green, g (s)	15.8	68.7		13.3	66.2		24.4	19.7	19.7	32.3	27.6	
Actuated g/C Ratio	0.11	0.46		0.09	0.44		0.16	0.13	0.13	0.22	0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	186	2237		157	2197		288	465	203	381	623	
v/s Ratio Prot	0.07	c0.36		c0.07	0.15		0.14	0.05		c0.19	c0.16	
v/s Ratio Perm									0.00			
v/c Ratio	0.70	0.78		0.83	0.34		0.87	0.39	0.03	0.89	0.88	
Uniform Delay, d1	64.8	34.3		67.2	27.5		61.2	59.6	56.8	57.2	59.6	
Progression Factor	1.00	1.00		0.51	1.70		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.9	2.8		27.1	0.4		23.0	0.5	0.1	22.2	13.7	
Delay (s)	75.7	37.1		61.6	47.0		84.2	60.2	56.8	79.3	73.3	
Level of Service	E	D		E	D		F	E	E	E	E	
Approach Delay (s)		39.7			49.2			72.7			75.6	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM Average Control Delay	53.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		

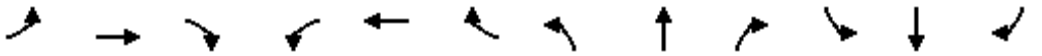
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.91		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	5062		1770	1543
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	5062		1770	1543
Volume (vph)	80	1610	810	20	40	40
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	80	1610	810	20	40	40
RTOR Reduction (vph)	0	0	2	0	0	21
Lane Group Flow (vph)	80	1610	828	0	40	19
Confl. Peds. (#/hr)				5		5
Turn Type	Prot					Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	10.6	70.5	55.9		71.5	71.5
Effective Green, g (s)	10.6	70.5	55.9		71.5	71.5
Actuated g/C Ratio	0.07	0.47	0.37		0.48	0.48
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	125	1663	1886		844	735
v/s Ratio Prot	0.05	c0.45	0.16		c0.02	
v/s Ratio Perm						0.01
v/c Ratio	0.64	0.97	0.44		0.05	0.03
Uniform Delay, d1	67.8	38.7	35.3		21.0	20.8
Progression Factor	1.28	0.68	1.00		1.00	1.00
Incremental Delay, d2	6.8	11.4	0.7		0.1	0.1
Delay (s)	93.8	37.7	36.0		21.1	20.9
Level of Service	F	D	D		C	C
Approach Delay (s)		40.4	36.0		21.0	
Approach LOS		D	D		C	

Intersection Summary			
HCM Average Control Delay	38.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1527	1681	1736	1551	1770	3539	1549	1770	3539	1528
Flt Permitted	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1527	1681	1736	1551	1770	3539	1549	1770	3539	1528
Volume (vph)	100	80	20	110	50	40	30	290	360	170	200	120
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	100	80	20	110	50	40	30	290	360	170	200	120
RTOR Reduction (vph)	0	0	18	0	0	35	0	0	223	0	0	60
Lane Group Flow (vph)	100	80	2	78	82	5	30	290	137	170	200	60
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8			2			6
Actuated Green, G (s)	8.8	8.8	8.8	8.7	8.7	8.7	2.9	27.7	27.7	11.5	36.3	36.3
Effective Green, g (s)	9.3	9.3	9.3	9.7	9.7	9.7	2.9	28.7	28.7	11.5	37.3	37.3
Actuated g/C Ratio	0.12	0.12	0.12	0.13	0.13	0.13	0.04	0.38	0.38	0.15	0.50	0.50
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	219	230	189	217	224	200	68	1351	591	271	1755	758
v/s Ratio Prot	c0.06	0.04		0.05	c0.05		0.02	0.08		c0.10	0.06	
v/s Ratio Perm			0.00			0.00			c0.09			0.04
v/c Ratio	0.46	0.35	0.01	0.36	0.37	0.03	0.44	0.21	0.23	0.63	0.11	0.08
Uniform Delay, d1	30.6	30.2	28.9	29.9	29.9	28.6	35.4	15.7	15.8	29.8	10.1	9.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	0.9	0.0	1.0	1.0	0.1	4.5	0.1	0.2	4.5	0.0	0.0
Delay (s)	32.1	31.1	28.9	30.9	31.0	28.7	39.9	15.7	16.0	34.3	10.2	10.0
Level of Service	C	C	C	C	C	C	D	B	B	C	B	A
Approach Delay (s)		31.4			30.5			16.9			18.5	
Approach LOS		C			C			B			B	

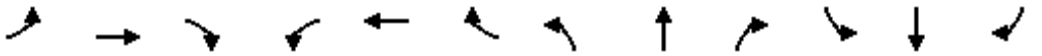
Intersection Summary			
HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	75.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.97	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.91		1.00	1.00	0.85	1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3166		1770	1863	1541	1770	3450		1770	3373	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3166		1770	1863	1541	1770	3450		1770	3373	
Volume (vph)	370	170	260	60	80	280	50	180	30	330	530	170
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	370	170	260	60	80	280	50	180	30	330	530	170
RTOR Reduction (vph)	0	166	0	0	0	240	0	11	0	0	30	0
Lane Group Flow (vph)	370	264	0	60	80	40	50	199	0	330	670	0
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	22.3	29.3		4.5	11.5	11.5	4.4	12.2		19.2	27.0	
Effective Green, g (s)	22.3	29.3		4.5	11.5	11.5	4.4	12.2		19.2	27.0	
Actuated g/C Ratio	0.27	0.36		0.06	0.14	0.14	0.05	0.15		0.24	0.33	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	486	1142		98	264	218	96	518		419	1122	
v/s Ratio Prot	c0.21	0.08		0.03	c0.04		0.03	0.06		c0.19	c0.20	
v/s Ratio Perm						0.03						
v/c Ratio	0.76	0.23		0.61	0.30	0.18	0.52	0.38		0.79	0.60	
Uniform Delay, d1	27.0	18.1		37.5	31.3	30.7	37.4	31.1		29.1	22.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.9	0.1		10.8	0.7	0.4	5.0	0.5		9.5	0.9	
Delay (s)	33.9	18.2		48.3	31.9	31.1	42.4	31.6		38.5	23.4	
Level of Service	C	B		D	C	C	D	C		D	C	
Approach Delay (s)		25.5			33.7			33.7			28.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	28.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	81.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

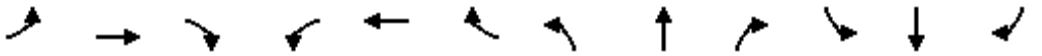
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1531	1770	3539	1552	1770	1706		1770	1863	1552
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1531	1770	3539	1552	1770	1706		1770	1863	1552
Volume (vph)	50	1140	10	10	420	190	30	10	10	550	10	230
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	50	1140	10	10	420	190	30	10	10	550	10	230
RTOR Reduction (vph)	0	0	6	0	0	64	0	10	0	0	0	153
Lane Group Flow (vph)	50	1140	4	10	420	126	30	10	0	550	10	77
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	3.9	37.2	37.2	0.6	33.9	33.9	2.5	2.3		28.8	28.6	28.6
Effective Green, g (s)	3.9	37.2	37.2	0.6	33.9	33.9	2.5	2.3		28.8	28.6	28.6
Actuated g/C Ratio	0.05	0.44	0.44	0.01	0.40	0.40	0.03	0.03		0.34	0.34	0.34
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	158	1551	671	13	1413	620	52	46		600	628	523
v/s Ratio Prot	c0.01	c0.32		0.01	0.12		0.02	0.01		c0.31	0.01	
v/s Ratio Perm			0.00			0.08						c0.05
v/c Ratio	0.32	0.74	0.01	0.77	0.30	0.20	0.58	0.22		0.92	0.02	0.15
Uniform Delay, d1	39.2	19.8	13.4	42.1	17.4	16.7	40.7	40.4		26.9	18.8	19.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.2	1.8	0.0	128.6	0.1	0.2	14.6	2.5		18.8	0.0	0.1
Delay (s)	40.4	21.6	13.4	170.7	17.5	16.8	55.2	42.9		45.7	18.8	19.8
Level of Service	D	C	B	F	B	B	E	D		D	B	B
Approach Delay (s)		22.3			19.8			50.3			37.8	
Approach LOS		C			B			D			D	

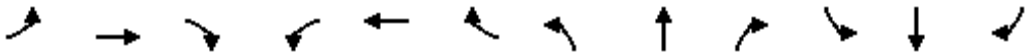
Intersection Summary			
HCM Average Control Delay	26.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	84.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



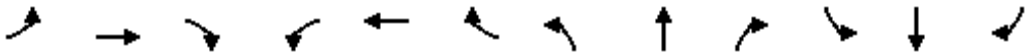
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	3433	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	3433	1863	1583	1770	3539	1583	1770	3539	1583
Volume (vph)	70	30	30	480	50	40	40	660	950	20	320	130
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	70	30	30	480	50	40	40	660	950	20	320	130
RTOR Reduction (vph)	0	0	26	0	0	23	0	0	0	0	0	100
Lane Group Flow (vph)	70	30	4	480	50	17	40	660	950	20	320	30
Turn Type	Prot		Perm	Prot		Perm	Prot		Free	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Actuated Green, G (s)	4.9	9.0	9.0	27.1	31.2	31.2	3.9	18.8	73.1	2.2	17.1	17.1
Effective Green, g (s)	4.9	9.0	9.0	27.1	31.2	31.2	3.9	18.8	73.1	2.2	17.1	17.1
Actuated g/C Ratio	0.07	0.12	0.12	0.37	0.43	0.43	0.05	0.26	1.00	0.03	0.23	0.23
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	119	229	195	1273	795	676	94	910	1583	53	828	370
v/s Ratio Prot	0.04	0.02		0.14	0.03		0.02	c0.19		0.01	0.09	
v/s Ratio Perm			0.00			0.01			c0.60			0.02
v/c Ratio	0.59	0.13	0.02	0.38	0.06	0.03	0.43	0.73	0.60	0.38	0.39	0.08
Uniform Delay, d1	33.1	28.6	28.2	16.8	12.3	12.1	33.5	24.8	0.0	34.8	23.6	21.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.2	0.3	0.0	0.9	0.2	0.1	3.1	2.9	1.7	4.5	0.3	0.1
Delay (s)	40.4	28.8	28.2	17.7	12.5	12.2	36.6	27.7	1.7	39.2	23.9	22.0
Level of Service	D	C	C	B	B	B	D	C	A	D	C	C
Approach Delay (s)		34.9			16.8			12.9			24.0	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM Average Control Delay	16.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	73.1	Sum of lost time (s)	0.0
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.98		1.00	0.93		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3534		1770	3477		1770	1723		1770	1676	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3534		1770	3477		1770	1723		1770	1676	
Volume (vph)	20	970	10	10	530	70	20	10	10	160	10	20
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	20	970	10	10	530	70	20	10	10	160	10	20
RTOR Reduction (vph)	0	0	0	0	9	0	0	10	0	0	16	0
Lane Group Flow (vph)	20	980	0	10	591	0	20	10	0	160	14	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.9	28.9		0.6	28.6		0.6	1.1		10.3	10.8	
Effective Green, g (s)	0.9	28.9		0.6	28.6		0.6	1.1		10.3	10.8	
Actuated g/C Ratio	0.02	0.51		0.01	0.50		0.01	0.02		0.18	0.19	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	28	1795		19	1748		19	33		320	318	
v/s Ratio Prot	c0.01	c0.28		0.01	0.17		0.01	c0.01		c0.09	0.01	
v/s Ratio Perm												
v/c Ratio	0.71	0.55		0.53	0.34		1.05	0.31		0.50	0.04	
Uniform Delay, d1	27.9	9.5		28.0	8.5		28.1	27.5		21.0	18.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	60.5	0.3		23.9	0.1		224.0	5.3		1.2	0.1	
Delay (s)	88.4	9.9		51.9	8.6		252.2	32.8		22.2	18.9	
Level of Service	F	A		D	A		F	C		C	B	
Approach Delay (s)		11.4			9.3			142.5			21.7	
Approach LOS		B			A			F			C	

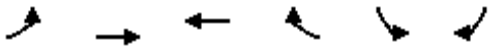
Intersection Summary			
HCM Average Control Delay	14.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	56.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.97	1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4935		1770	4990		1770	3539	1543	1770	3151	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	4935		1770	4990		1770	3539	1543	1770	3151	
Volume (vph)	120	640	130	60	1670	200	600	580	230	120	110	190
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	120	640	130	60	1670	200	600	580	230	120	110	190
RTOR Reduction (vph)	0	19	0	0	9	0	0	0	161	0	127	0
Lane Group Flow (vph)	120	751	0	60	1861	0	600	580	69	120	173	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	13.9	68.4		7.9	62.4		45.0	45.2	45.2	12.5	12.7	
Effective Green, g (s)	13.9	68.4		7.9	62.4		45.0	45.2	45.2	12.5	12.7	
Actuated g/C Ratio	0.09	0.46		0.05	0.42		0.30	0.30	0.30	0.08	0.08	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	164	2250		93	2076		531	1066	465	148	267	
v/s Ratio Prot	c0.07	0.15		0.03	c0.37		c0.34	c0.16		0.07	0.05	
v/s Ratio Perm									0.04			
v/c Ratio	0.73	0.33		0.65	0.90		1.13	0.54	0.15	0.81	0.65	
Uniform Delay, d1	66.2	26.2		69.7	40.8		52.5	43.8	38.3	67.6	66.5	
Progression Factor	1.00	1.00		0.45	1.46		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	15.4	0.4		9.5	4.4		80.0	0.6	0.1	27.4	5.3	
Delay (s)	81.7	26.6		41.0	64.0		132.5	44.4	38.5	95.0	71.8	
Level of Service	F	C		D	E		F	D	D	F	E	
Approach Delay (s)		34.0			63.3			80.9			78.4	
Approach LOS		C			E			F			E	

Intersection Summary			
HCM Average Control Delay	64.4	HCM Level of Service	E
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.1%	ICU Level of Service	G
Analysis Period (min)	15		

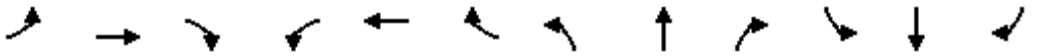
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.91		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	5068		1770	1543
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	5068		1770	1543
Volume (vph)	70	980	1670	30	30	90
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	70	980	1670	30	30	90
RTOR Reduction (vph)	0	0	1	0	0	47
Lane Group Flow (vph)	70	980	1699	0	30	43
Confl. Peds. (#/hr)				5		5
Turn Type	Prot					Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	8.7	70.5	57.8		16.0	16.0
Effective Green, g (s)	8.7	70.5	57.8		71.5	71.5
Actuated g/C Ratio	0.06	0.47	0.39		0.48	0.48
Clearance Time (s)	4.0	4.0	4.0		59.5	59.5
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	103	1663	1953		844	735
v/s Ratio Prot	0.04	c0.28	c0.34		0.02	
v/s Ratio Perm						c0.03
v/c Ratio	0.68	0.59	0.87		0.04	0.06
Uniform Delay, d1	69.3	29.1	42.6		20.9	21.1
Progression Factor	1.04	0.79	1.00		1.00	1.00
Incremental Delay, d2	15.6	1.5	5.6		0.1	0.2
Delay (s)	87.6	24.4	48.2		21.0	21.3
Level of Service	F	C	D		C	C
Approach Delay (s)		28.6	48.2		21.2	
Approach LOS		C	D		C	

Intersection Summary			
HCM Average Control Delay	39.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1508	1681	1697	1548	1770	3539	1545	1770	3539	1523
Flt Permitted	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1508	1681	1697	1548	1770	3539	1545	1770	3539	1523
Volume (vph)	100	60	40	1170	90	90	30	870	610	70	580	30
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	100	60	40	1170	90	90	30	870	610	70	580	30
RTOR Reduction (vph)	0	0	37	0	0	34	0	0	312	0	0	21
Lane Group Flow (vph)	100	60	3	614	646	56	30	870	298	70	580	9
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8			2			6
Actuated Green, G (s)	7.2	7.2	7.2	37.4	37.4	37.4	3.7	25.7	25.7	5.0	27.0	27.0
Effective Green, g (s)	7.7	7.7	7.7	38.4	38.4	38.4	3.7	26.7	26.7	5.0	28.0	28.0
Actuated g/C Ratio	0.08	0.08	0.08	0.41	0.41	0.41	0.04	0.28	0.28	0.05	0.30	0.30
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	145	153	124	688	695	634	70	1007	440	94	1056	455
v/s Ratio Prot	c0.06	0.03		0.37	c0.38		0.02	c0.25		c0.04	0.16	
v/s Ratio Perm			0.00			0.04			0.19			0.01
v/c Ratio	0.69	0.39	0.03	0.89	0.93	0.09	0.43	0.86	0.68	0.74	0.55	0.02
Uniform Delay, d1	41.9	40.8	39.6	25.8	26.4	17.0	44.0	31.8	29.7	43.8	27.6	23.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.8	1.7	0.1	13.9	18.7	0.1	4.2	7.8	4.1	27.0	0.6	0.0
Delay (s)	54.7	42.5	39.7	39.7	45.1	17.0	48.2	39.6	33.8	70.7	28.2	23.2
Level of Service	D	D	D	D	D	B	D	D	C	E	C	C
Approach Delay (s)		48.0			40.8			37.5			32.4	
Approach LOS		D			D			D			C	

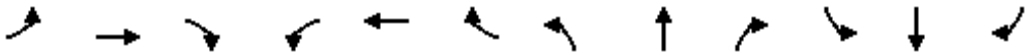
Intersection Summary			
HCM Average Control Delay	38.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	93.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.96		1.00	1.00	0.96	1.00	1.00		1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	1.00	0.85	1.00	0.99		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3122		1770	1863	1521	1770	3513		1770	3131	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3122		1770	1863	1521	1770	3513		1770	3131	
Volume (vph)	500	180	230	30	450	360	630	990	40	100	140	170
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	500	180	230	30	450	360	630	990	40	100	140	170
RTOR Reduction (vph)	0	129	0	0	0	153	0	2	0	0	149	0
Lane Group Flow (vph)	500	281	0	30	450	207	630	1028	0	100	161	0
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	37.0	65.2		5.5	33.7	33.7	49.0	49.7		12.2	12.9	
Effective Green, g (s)	37.0	65.2		5.5	33.7	33.7	49.0	49.7		12.2	12.9	
Actuated g/C Ratio	0.25	0.44		0.04	0.23	0.23	0.33	0.33		0.08	0.09	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	441	1370		66	422	345	584	1175		145	272	
v/s Ratio Prot	c0.28	0.09		0.02	c0.24		c0.36	c0.29		0.06	0.05	
v/s Ratio Perm						0.14						
v/c Ratio	1.13	0.21		0.45	1.07	0.60	1.08	0.87		0.69	0.59	
Uniform Delay, d1	55.8	25.7		70.1	57.4	51.4	49.8	46.5		66.4	65.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	84.8	0.1		4.9	62.6	2.8	60.3	7.5		12.8	3.4	
Delay (s)	140.6	25.8		75.0	120.0	54.2	110.1	54.0		79.2	68.8	
Level of Service	F	C		E	F	D	F	D		E	E	
Approach Delay (s)		88.9			90.2			75.3			71.3	
Approach LOS		F			F			E			E	

Intersection Summary			
HCM Average Control Delay	81.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	148.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	110.5%	ICU Level of Service	H
Analysis Period (min)	15		

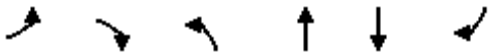
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	190	50	10	10	40	1400	30	50	20	300	20	60
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	190	50	10	10	40	1400	30	50	20	300	20	60
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	800	790	60	815	810	70	85			75		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	800	790	60	815	810	70	85			75		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	80	99	95	84	0	98			80		
cM capacity (veh/h)	0	251	997	206	245	984	1505			1518		

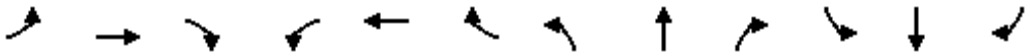
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	190	33	27	10	40	1400	100	380
Volume Left	190	0	0	10	0	0	30	300
Volume Right	0	0	10	0	0	1400	20	60
cSH	0	251	349	206	245	984	1505	1518
Volume to Capacity	Err	0.13	0.08	0.05	0.16	1.42	0.02	0.20
Queue Length 95th (ft)	Err	11	6	4	14	1515	2	18
Control Delay (s)	Err	21.5	16.2	23.4	22.6	210.2	2.3	6.6
Lane LOS	F	C	C	C	C	F	A	A
Approach Delay (s)	Err			203.7			2.3	6.6
Approach LOS	F			F				

Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	114.3%	ICU Level of Service	H	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Volume (vph)	160	40	10	1040	1740	50
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	160	40	10	1040	1740	50
RTOR Reduction (vph)	0	35	0	0	0	9
Lane Group Flow (vph)	160	5	10	1040	1740	41
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	10.8	10.8	1.3	60.1	54.8	54.8
Effective Green, g (s)	10.8	10.8	1.3	60.1	54.8	54.8
Actuated g/C Ratio	0.14	0.14	0.02	0.76	0.69	0.69
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	242	217	29	2696	2458	1099
v/s Ratio Prot	c0.09		0.01	c0.29	c0.49	
v/s Ratio Perm		0.00				0.03
v/c Ratio	0.66	0.03	0.34	0.39	0.71	0.04
Uniform Delay, d1	32.3	29.5	38.4	3.2	7.2	3.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.6	0.0	7.0	0.4	1.8	0.1
Delay (s)	38.9	29.5	45.4	3.6	9.0	3.8
Level of Service	D	C	D	A	A	A
Approach Delay (s)	37.1			4.0	8.8	
Approach LOS	D			A	A	

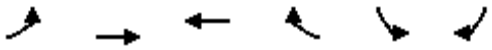
Intersection Summary			
HCM Average Control Delay	9.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	78.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4901		1770	4958		1770	3539	1543	1770	3396	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	4901		1770	4958		1770	3539	1543	1770	3396	
Volume (vph)	180	1680	440	180	960	160	250	210	40	360	430	130
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	180	1680	440	180	960	160	250	210	40	360	430	130
RTOR Reduction (vph)	0	31	0	0	14	0	0	0	35	0	20	0
Lane Group Flow (vph)	180	2089	0	180	1106	0	250	210	5	360	540	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	18.8	65.0		17.2	63.4		24.4	17.9	17.9	33.9	27.4	
Effective Green, g (s)	18.8	65.0		17.2	63.4		24.4	17.9	17.9	33.9	27.4	
Actuated g/C Ratio	0.13	0.43		0.11	0.42		0.16	0.12	0.12	0.23	0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	222	2124		203	2096		288	422	184	400	620	
v/s Ratio Prot	0.10	c0.43		c0.10	0.22		0.14	0.06		c0.20	c0.16	
v/s Ratio Perm									0.00			
v/c Ratio	0.81	0.98		0.89	0.53		0.87	0.50	0.03	0.90	0.87	
Uniform Delay, d1	63.9	42.0		65.4	32.2		61.2	61.8	58.3	56.4	59.6	
Progression Factor	1.00	1.00		0.50	1.75		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	19.6	16.0		29.3	0.8		23.0	0.9	0.1	22.6	12.8	
Delay (s)	83.5	58.0		61.7	57.2		84.2	62.8	58.4	79.0	72.4	
Level of Service	F	E		E	E		F	E	E	E	E	
Approach Delay (s)		60.0			57.8			73.1			75.0	
Approach LOS		E			E			E			E	

Intersection Summary			
HCM Average Control Delay	63.5	HCM Level of Service	E
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		

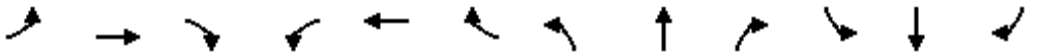
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.91		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	5062		1770	1543
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	5062		1770	1543
Volume (vph)	80	1930	1240	30	40	40
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	80	1930	1240	30	40	40
RTOR Reduction (vph)	0	0	2	0	0	23
Lane Group Flow (vph)	80	1930	1268	0	40	17
Confl. Peds. (#/hr)				5		5
Turn Type	Prot					Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	10.7	77.0	62.3		65.0	65.0
Effective Green, g (s)	10.7	77.0	62.3		65.0	65.0
Actuated g/C Ratio	0.07	0.51	0.42		0.43	0.43
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	126	1817	2102		767	669
v/s Ratio Prot	0.05	c0.55	0.25		c0.02	
v/s Ratio Perm						0.01
v/c Ratio	0.63	1.06	0.60		0.05	0.03
Uniform Delay, d1	67.8	36.5	34.2		24.6	24.4
Progression Factor	1.42	0.48	1.00		1.00	1.00
Incremental Delay, d2	3.7	33.1	1.3		0.1	0.1
Delay (s)	99.6	50.6	35.5		24.8	24.4
Level of Service	F	D	D		C	C
Approach Delay (s)		52.5	35.5		24.6	
Approach LOS		D	D		C	

Intersection Summary			
HCM Average Control Delay	45.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

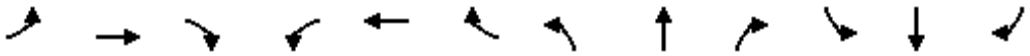
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1503	1681	1705	1546	1770	3539	1543	1770	3539	1519
Flt Permitted	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1503	1681	1705	1546	1770	3539	1543	1770	3539	1519
Volume (vph)	100	60	30	700	100	70	30	1310	860	180	950	120
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	100	60	30	700	100	70	30	1310	860	180	950	120
RTOR Reduction (vph)	0	0	28	0	0	42	0	0	296	0	0	54
Lane Group Flow (vph)	100	60	2	390	410	28	30	1310	564	180	950	66
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8			2			6
Actuated Green, G (s)	7.5	7.5	7.5	26.0	26.0	26.0	4.6	42.6	42.6	10.0	48.0	48.0
Effective Green, g (s)	8.0	8.0	8.0	27.0	27.0	27.0	4.6	43.6	43.6	10.0	49.0	49.0
Actuated g/C Ratio	0.08	0.08	0.08	0.26	0.26	0.26	0.04	0.42	0.42	0.10	0.47	0.47
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	135	142	115	434	440	399	78	1475	643	169	1658	712
v/s Ratio Prot	c0.06	0.03		0.23	c0.24		0.02	c0.37		c0.10	0.27	
v/s Ratio Perm			0.00			0.02			0.37			0.04
v/c Ratio	0.74	0.42	0.02	0.90	0.93	0.07	0.38	0.89	0.88	1.07	0.57	0.09
Uniform Delay, d1	47.3	46.1	44.7	37.5	37.9	29.3	48.6	28.2	28.0	47.3	20.2	15.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	19.5	2.0	0.1	20.8	26.6	0.1	3.1	6.9	12.9	87.6	0.5	0.1
Delay (s)	66.7	48.1	44.7	58.3	64.5	29.4	51.8	35.1	40.9	134.9	20.7	15.5
Level of Service	E	D	D	E	E	C	D	D	D	F	C	B
Approach Delay (s)		57.4			58.9			37.6			36.6	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM Average Control Delay	42.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	104.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

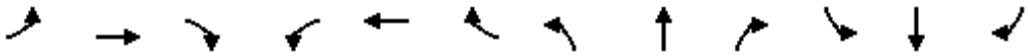


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.97	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.91		1.00	1.00	0.85	1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3111		1770	1863	1529	1770	3471		1770	3361	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3111		1770	1863	1529	1770	3471		1770	3361	
Volume (vph)	340	500	750	110	400	350	200	170	20	460	1010	330
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	340	500	750	110	400	350	200	170	20	460	1010	330
RTOR Reduction (vph)	0	127	0	0	0	274	0	7	0	0	26	0
Lane Group Flow (vph)	340	1123	0	110	400	76	200	183	0	460	1314	0
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	23.0	38.6		10.4	26.0	26.0	7.0	21.4		33.6	48.0	
Effective Green, g (s)	23.0	38.6		10.4	26.0	26.0	7.0	21.4		33.6	48.0	
Actuated g/C Ratio	0.19	0.32		0.09	0.22	0.22	0.06	0.18		0.28	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	339	1001		153	404	331	103	619		496	1344	
v/s Ratio Prot	c0.19	c0.36		0.06	0.21		c0.11	0.05		0.26	c0.39	
v/s Ratio Perm						0.05						
v/c Ratio	1.00	1.24dr		0.72	0.99	0.23	1.94	0.29		0.93	0.98	
Uniform Delay, d1	48.5	40.7		53.4	46.9	38.7	56.5	42.8		42.0	35.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	49.6	68.2		14.9	42.0	0.4	457.2	0.3		23.5	19.1	
Delay (s)	98.1	108.9		68.3	88.9	39.1	513.7	43.0		65.5	54.6	
Level of Service	F	F		E	F	D	F	D		E	D	
Approach Delay (s)		106.6			66.0			284.4			57.4	
Approach LOS		F			E			F			E	

Intersection Summary			
HCM Average Control Delay	94.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	107.8%	ICU Level of Service	G
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

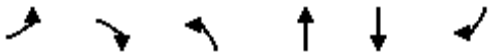
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	50	90	40	10	50	360	20	20	20	1600	70	190
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	50	90	40	10	50	360	20	20	20	1600	70	190
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	3470	3455	175	3530	3540	40	265			45		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	3470	3455	175	3530	3540	40	265			45		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	95	0	0	65	98			0		
cM capacity (veh/h)	0	0	861	0	0	1023	1294			1557		

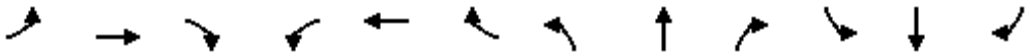
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	50	60	70	10	50	360	60	1860
Volume Left	50	0	0	10	0	0	20	1600
Volume Right	0	0	40	0	0	360	20	190
cSH	0	0	0	0	0	1023	1294	1557
Volume to Capacity	Err	Err	Err	Err	Err	0.35	0.02	1.03
Queue Length 95th (ft)	Err	Err	Err	Err	Err	40	1	684
Control Delay (s)	Err	Err	Err	Err	Err	10.4	2.7	48.1
Lane LOS	F	F	F	F	F	B	A	E
Approach Delay (s)	Err			Err			2.7	48.1
Approach LOS	F			F				

Intersection Summary				
Average Delay	Err			
Intersection Capacity Utilization	127.3%	ICU Level of Service	H	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	1583
Volume (vph)	100	30	40	1950	1320	170
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	100	30	40	1950	1320	170
RTOR Reduction (vph)	0	27	0	0	0	38
Lane Group Flow (vph)	100	3	40	1950	1320	132
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	9.1	9.1	2.9	64.9	58.0	58.0
Effective Green, g (s)	9.1	9.1	2.9	64.9	58.0	58.0
Actuated g/C Ratio	0.11	0.11	0.04	0.79	0.71	0.71
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	196	176	63	2801	2503	1120
v/s Ratio Prot	c0.06		0.02	c0.55	0.37	
v/s Ratio Perm		0.00				0.08
v/c Ratio	0.51	0.02	0.63	0.70	0.53	0.12
Uniform Delay, d1	34.3	32.5	39.0	4.0	5.6	3.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	0.0	19.1	1.5	0.8	0.2
Delay (s)	36.6	32.5	58.1	5.4	6.4	4.0
Level of Service	D	C	E	A	A	A
Approach Delay (s)	35.6			6.5	6.1	
Approach LOS	D			A	A	

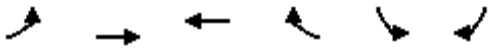
Intersection Summary			
HCM Average Control Delay	7.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.97	1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4946		1770	5000		1770	3539	1543	1770	3144	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	4946		1770	5000		1770	3539	1543	1770	3144	
Volume (vph)	110	700	130	60	1710	180	600	580	240	130	110	200
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	110	700	130	60	1710	180	600	580	240	130	110	200
RTOR Reduction (vph)	0	17	0	0	8	0	0	0	168	0	127	0
Lane Group Flow (vph)	110	813	0	60	1882	0	600	580	72	130	183	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	13.2	68.1		7.8	62.7		45.0	45.3	45.3	12.8	13.1	
Effective Green, g (s)	13.2	68.1		7.8	62.7		45.0	45.3	45.3	12.8	13.1	
Actuated g/C Ratio	0.09	0.45		0.05	0.42		0.30	0.30	0.30	0.09	0.09	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	156	2245		92	2090		531	1069	466	151	275	
v/s Ratio Prot	c0.06	0.16		0.03	c0.38		c0.34	0.16		0.07	c0.06	
v/s Ratio Perm									0.05			
v/c Ratio	0.71	0.36		0.65	0.90		1.13	0.54	0.16	0.86	0.67	
Uniform Delay, d1	66.5	26.8		69.8	40.7		52.5	43.7	38.3	67.7	66.3	
Progression Factor	1.00	1.00		0.46	1.46		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	13.5	0.5		10.3	4.6		80.0	0.6	0.2	36.3	6.0	
Delay (s)	80.0	27.2		42.6	64.0		132.5	44.3	38.5	104.0	72.3	
Level of Service	F	C		D	E		F	D	D	F	E	
Approach Delay (s)		33.4			63.3			80.6			81.7	
Approach LOS		C			E			F			F	

Intersection Summary			
HCM Average Control Delay	64.3	HCM Level of Service	E
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.1%	ICU Level of Service	G
Analysis Period (min)	15		

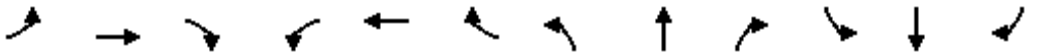
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.91		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	5068		1770	1543
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	5068		1770	1543
Volume (vph)	70	1070	1670	30	30	90
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	70	1070	1670	30	30	90
RTOR Reduction (vph)	0	0	1	0	0	47
Lane Group Flow (vph)	70	1070	1699	0	30	43
Confl. Peds. (#/hr)				5		5
Turn Type	Prot					Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	8.7	70.5	57.8		16.0	16.0
Effective Green, g (s)	8.7	70.5	57.8		71.5	71.5
Actuated g/C Ratio	0.06	0.47	0.39		0.48	0.48
Clearance Time (s)	4.0	4.0	4.0		59.5	59.5
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	103	1663	1953		844	735
v/s Ratio Prot	0.04	c0.30	c0.34		0.02	
v/s Ratio Perm						c0.03
v/c Ratio	0.68	0.64	0.87		0.04	0.06
Uniform Delay, d1	69.3	30.2	42.6		20.9	21.1
Progression Factor	1.08	0.78	1.00		1.00	1.00
Incremental Delay, d2	15.4	1.8	5.6		0.1	0.2
Delay (s)	90.4	25.5	48.2		21.0	21.3
Level of Service	F	C	D		C	C
Approach Delay (s)		29.5	48.2		21.2	
Approach LOS		C	D		C	

Intersection Summary			
HCM Average Control Delay	39.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1521	1681	1718	1551	1770	3539	1549	1770	3539	1528
Flt Permitted	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1521	1681	1718	1551	1770	3539	1549	1770	3539	1528
Volume (vph)	120	80	40	510	130	190	30	1010	450	20	280	30
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	120	80	40	510	130	190	30	1010	450	20	280	30
RTOR Reduction (vph)	0	0	36	0	0	138	0	0	198	0	0	19
Lane Group Flow (vph)	120	80	4	312	328	52	30	1010	252	20	280	11
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8			2			6
Actuated Green, G (s)	7.7	7.7	7.7	19.7	19.7	19.7	2.0	27.8	27.8	2.0	27.8	27.8
Effective Green, g (s)	8.2	8.2	8.2	20.7	20.7	20.7	2.0	28.8	28.8	2.0	28.8	28.8
Actuated g/C Ratio	0.11	0.11	0.11	0.27	0.27	0.27	0.03	0.38	0.38	0.03	0.38	0.38
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	192	202	165	460	470	424	47	1346	589	47	1346	581
v/s Ratio Prot	c0.07	0.04		0.19	c0.19		c0.02	c0.29		0.01	0.08	
v/s Ratio Perm			0.00			0.03			0.16			0.01
v/c Ratio	0.62	0.40	0.03	0.68	0.70	0.12	0.64	0.75	0.43	0.43	0.21	0.02
Uniform Delay, d1	32.3	31.4	30.2	24.5	24.7	20.7	36.5	20.3	17.3	36.3	15.8	14.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.2	1.3	0.1	4.0	4.5	0.1	25.1	2.4	0.5	6.1	0.1	0.0
Delay (s)	38.5	32.7	30.2	28.5	29.2	20.8	61.6	22.7	17.9	42.4	15.9	14.7
Level of Service	D	C	C	C	C	C	E	C	B	D	B	B
Approach Delay (s)		35.2			27.0			22.0			17.4	
Approach LOS		D			C			C			B	

Intersection Summary			
HCM Average Control Delay	24.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	75.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.97	1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.90		1.00	1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3133		1770	1863	1532	1770	3492		1770	3325	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3133		1770	1863	1532	1770	3492		1770	3325	
Volume (vph)	490	90	160	30	320	370	330	630	50	190	280	120
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	490	90	160	30	320	370	330	630	50	190	280	120
RTOR Reduction (vph)	0	82	0	0	0	230	0	5	0	0	40	0
Lane Group Flow (vph)	490	168	0	30	320	140	330	675	0	190	360	0
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	32.6	54.1		2.2	23.7	23.7	23.8	25.1		14.1	15.4	
Effective Green, g (s)	32.6	54.1		2.2	23.7	23.7	23.8	25.1		14.1	15.4	
Actuated g/C Ratio	0.29	0.49		0.02	0.21	0.21	0.21	0.23		0.13	0.14	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	518	1520		35	396	326	378	786		224	459	
v/s Ratio Prot	c0.28	0.05		0.02	c0.17		c0.19	c0.19		0.11	0.11	
v/s Ratio Perm						0.09						
v/c Ratio	0.95	0.11		0.86	0.81	0.43	0.87	0.86		0.85	0.79	
Uniform Delay, d1	38.6	15.6		54.5	41.7	38.0	42.4	41.5		47.7	46.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	26.4	0.0		94.8	11.5	0.9	19.4	9.3		24.6	8.6	
Delay (s)	65.0	15.6		149.3	53.2	39.0	61.8	50.8		72.2	55.0	
Level of Service	E	B		F	D	D	E	D		E	E	
Approach Delay (s)		48.3			49.9			54.4			60.6	
Approach LOS		D			D			D			E	

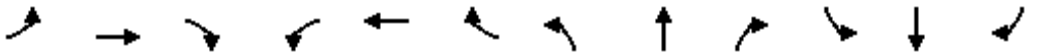
Intersection Summary			
HCM Average Control Delay	53.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	111.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1533	1770	3539	1553	1770	1655		1770	1863	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1533	1770	3539	1553	1770	1655		1770	1863	1553
Volume (vph)	320	350	20	10	1170	680	70	10	20	190	20	260
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	320	350	20	10	1170	680	70	10	20	190	20	260
RTOR Reduction (vph)	0	0	8	0	0	116	0	19	0	0	0	226
Lane Group Flow (vph)	320	350	12	10	1170	564	70	11	0	190	20	34
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	10.8	45.1	45.1	0.7	35.0	35.0	6.2	3.1		13.4	10.3	10.3
Effective Green, g (s)	10.8	45.1	45.1	0.7	35.0	35.0	6.2	3.1		13.4	10.3	10.3
Actuated g/C Ratio	0.14	0.58	0.58	0.01	0.45	0.45	0.08	0.04		0.17	0.13	0.13
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	474	2038	883	16	1582	694	140	66		303	245	204
v/s Ratio Prot	c0.09	0.10		0.01	0.33		0.04	0.01		c0.11	0.01	
v/s Ratio Perm			0.01			c0.36						c0.02
v/c Ratio	0.68	0.17	0.01	0.62	0.74	0.81	0.50	0.16		0.63	0.08	0.17
Uniform Delay, d1	32.1	7.8	7.1	38.7	17.9	18.8	34.6	36.3		30.1	29.8	30.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.8	0.0	0.0	57.6	1.9	7.2	2.8	1.2		4.0	0.1	0.4
Delay (s)	35.9	7.9	7.1	96.3	19.7	26.1	37.4	37.5		34.1	30.0	30.6
Level of Service	D	A	A	F	B	C	D	D		C	C	C
Approach Delay (s)		20.8			22.5			37.4			32.0	
Approach LOS		C			C			D			C	

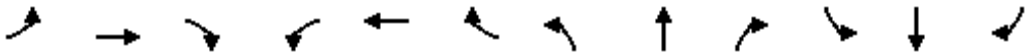
Intersection Summary			
HCM Average Control Delay	24.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	78.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



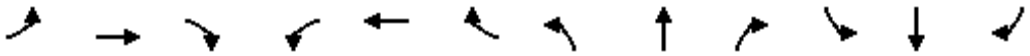
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	3433	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	3433	1863	1583	1770	3539	1583	1770	3539	1583
Volume (vph)	120	40	40	920	10	330	10	620	460	30	780	40
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	120	40	40	920	10	330	10	620	460	30	780	40
RTOR Reduction (vph)	0	0	38	0	0	147	0	0	0	0	0	29
Lane Group Flow (vph)	120	40	2	920	10	183	10	620	460	30	780	11
Turn Type	Prot		Perm	Prot		Perm	Prot		Free	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Actuated Green, G (s)	7.9	3.2	3.2	35.5	30.8	30.8	0.6	21.1	77.5	1.7	22.2	22.2
Effective Green, g (s)	7.9	3.2	3.2	35.5	30.8	30.8	0.6	21.1	77.5	1.7	22.2	22.2
Actuated g/C Ratio	0.10	0.04	0.04	0.46	0.40	0.40	0.01	0.27	1.00	0.02	0.29	0.29
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	180	77	65	1573	740	629	14	964	1583	39	1014	453
v/s Ratio Prot	0.07	0.02		c0.27	0.01		0.01	0.18		0.02	c0.22	
v/s Ratio Perm			0.00			0.12			c0.29			0.01
v/c Ratio	0.67	0.52	0.03	0.58	0.01	0.29	0.71	0.64	0.29	0.77	0.77	0.03
Uniform Delay, d1	33.5	36.4	35.7	15.5	14.1	15.9	38.4	24.9	0.0	37.7	25.3	19.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.0	5.8	0.2	1.6	0.0	1.2	100.1	1.5	0.5	60.6	3.6	0.0
Delay (s)	42.5	42.2	35.8	17.1	14.2	17.1	138.5	26.4	0.5	98.3	28.9	19.9
Level of Service	D	D	D	B	B	B	F	C	A	F	C	B
Approach Delay (s)		41.1			17.1			16.5			30.9	
Approach LOS		D			B			B			C	

Intersection Summary			
HCM Average Control Delay	21.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	77.5	Sum of lost time (s)	4.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.89		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3519		1770	3465		1770	1653		1770	1653	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3519		1770	3465		1770	1653		1770	1653	
Volume (vph)	30	500	20	10	1230	200	50	10	30	20	10	30
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	30	500	20	10	1230	200	50	10	30	20	10	30
RTOR Reduction (vph)	0	2	0	0	9	0	0	28	0	0	29	0
Lane Group Flow (vph)	30	518	0	10	1421	0	50	12	0	20	11	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.6	55.9		0.8	55.1		1.6	4.7		0.8	3.9	
Effective Green, g (s)	1.6	55.9		0.8	55.1		1.6	4.7		0.8	3.9	
Actuated g/C Ratio	0.02	0.71		0.01	0.70		0.02	0.06		0.01	0.05	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	36	2516		18	2441		36	99		18	82	
v/s Ratio Prot	c0.02	0.15		0.01	c0.41		c0.03	c0.01		0.01	0.01	
v/s Ratio Perm												
v/c Ratio	0.83	0.21		0.56	0.58		1.39	0.12		1.11	0.14	
Uniform Delay, d1	38.2	3.7		38.5	5.8		38.3	34.8		38.7	35.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	85.2	0.0		32.3	0.4		284.7	0.5		250.0	0.8	
Delay (s)	123.4	3.8		70.8	6.1		323.0	35.3		288.7	36.3	
Level of Service	F	A		E	A		F	D		F	D	
Approach Delay (s)		10.3			6.6			195.2			120.5	
Approach LOS		B			A			F			F	

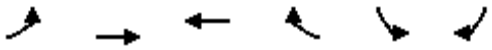
Intersection Summary			
HCM Average Control Delay	18.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	78.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.97	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	4903		1770	4954		1770	3539	1543	1770	3387	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	4903		1770	4954		1770	3539	1543	1770	3387	
Volume (vph)	190	1750	450	180	1100	190	250	210	60	370	430	140
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	190	1750	450	180	1100	190	250	210	60	370	430	140
RTOR Reduction (vph)	0	30	0	0	15	0	0	0	54	0	21	0
Lane Group Flow (vph)	190	2170	0	180	1275	0	250	210	6	370	549	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	20.5	70.0		16.0	65.5		22.6	16.0	16.0	32.0	25.4	
Effective Green, g (s)	20.5	70.0		16.0	65.5		22.6	16.0	16.0	32.0	25.4	
Actuated g/C Ratio	0.14	0.47		0.11	0.44		0.15	0.11	0.11	0.21	0.17	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	242	2288		189	2163		267	377	165	378	574	
v/s Ratio Prot	c0.11	c0.44		c0.10	0.26		0.14	0.06		c0.21	c0.16	
v/s Ratio Perm									0.00			
v/c Ratio	0.79	0.95		0.95	0.59		0.94	0.56	0.04	0.98	0.96	
Uniform Delay, d1	62.6	38.3		66.6	32.0		63.0	63.6	60.1	58.7	61.8	
Progression Factor	1.00	1.00		0.53	1.84		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	15.3	10.1		44.9	0.9		37.9	1.8	0.1	40.2	26.8	
Delay (s)	77.9	48.3		80.0	60.0		100.9	65.4	60.2	98.8	88.6	
Level of Service	E	D		E	E		F	E	E	F	F	
Approach Delay (s)		50.7			62.5			81.9			92.6	
Approach LOS		D			E			F			F	

Intersection Summary			
HCM Average Control Delay	64.4	HCM Level of Service	E
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		

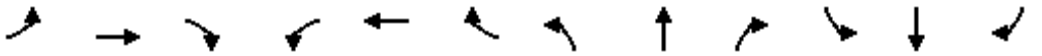
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	0.91		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	5065		1770	1543
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	5065		1770	1543
Volume (vph)	80	2060	1400	30	40	40
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	80	2060	1400	30	40	40
RTOR Reduction (vph)	0	0	2	0	0	24
Lane Group Flow (vph)	80	2060	1428	0	40	16
Confl. Peds. (#/hr)				5		5
Turn Type	Prot					Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	10.7	81.0	66.3		61.0	61.0
Effective Green, g (s)	10.7	81.0	66.3		61.0	61.0
Actuated g/C Ratio	0.07	0.54	0.44		0.41	0.41
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	126	1911	2239		720	627
v/s Ratio Prot	0.05	c0.58	0.28		c0.02	
v/s Ratio Perm						0.01
v/c Ratio	0.63	1.08	0.64		0.06	0.03
Uniform Delay, d1	67.8	34.5	32.5		27.0	26.7
Progression Factor	1.37	0.53	1.00		1.00	1.00
Incremental Delay, d2	3.6	39.2	1.4		0.1	0.1
Delay (s)	96.7	57.3	33.9		27.2	26.8
Level of Service	F	E	C		C	C
Approach Delay (s)		58.8	33.9		27.0	
Approach LOS		E	C		C	

Intersection Summary			
HCM Average Control Delay	48.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

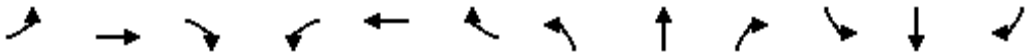
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1519	1681	1695	1550	1770	3539	1547	1770	3539	1525
Flt Permitted	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1519	1681	1695	1550	1770	3539	1547	1770	3539	1525
Volume (vph)	100	50	30	300	20	20	30	620	530	180	700	130
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	100	50	30	300	20	20	30	620	530	180	700	130
RTOR Reduction (vph)	0	0	27	0	0	17	0	0	301	0	0	60
Lane Group Flow (vph)	100	50	3	156	164	3	30	620	229	180	700	70
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	7		8	8		5	2		1	6	
Permitted Phases			7			8			2			6
Actuated Green, G (s)	8.2	8.2	8.2	11.6	11.6	11.6	2.5	36.0	36.0	11.3	44.8	44.8
Effective Green, g (s)	8.7	8.7	8.7	12.6	12.6	12.6	2.5	37.0	37.0	11.3	45.8	45.8
Actuated g/C Ratio	0.10	0.10	0.10	0.15	0.15	0.15	0.03	0.43	0.43	0.13	0.54	0.54
Clearance Time (s)	4.5	4.5	4.5	5.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	180	189	154	247	249	228	52	1530	669	234	1894	816
v/s Ratio Prot	c0.06	0.03		0.09	c0.10		0.02	c0.18		c0.10	0.20	
v/s Ratio Perm			0.00			0.00			0.15			0.05
v/c Ratio	0.56	0.26	0.02	0.63	0.66	0.01	0.58	0.41	0.34	0.77	0.37	0.09
Uniform Delay, d1	36.6	35.5	34.6	34.3	34.5	31.2	41.0	16.7	16.2	35.9	11.5	9.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.7	0.8	0.1	5.2	6.2	0.0	14.6	0.2	0.3	14.1	0.1	0.0
Delay (s)	40.3	36.2	34.7	39.5	40.6	31.2	55.6	16.9	16.5	50.0	11.7	9.7
Level of Service	D	D	C	D	D	C	E	B	B	D	B	A
Approach Delay (s)		38.2			39.6			17.7			18.2	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM Average Control Delay	22.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	85.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

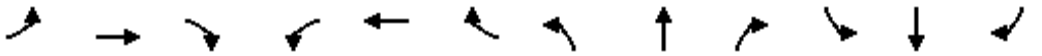
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.97	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	1.00	0.85	1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3210		1770	1863	1535	1770	3448		1770	3382	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3210		1770	1863	1535	1770	3448		1770	3382	
Volume (vph)	370	310	340	120	120	350	50	180	30	570	730	210
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	370	310	340	120	120	350	50	180	30	570	730	210
RTOR Reduction (vph)	0	169	0	0	0	310	0	11	0	0	22	0
Lane Group Flow (vph)	370	481	0	120	120	40	50	199	0	570	918	0
Confl. Peds. (#/hr)			10			10			10			10
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	24.2	26.3		9.3	11.4	11.4	4.6	13.2		35.1	43.7	
Effective Green, g (s)	24.2	26.3		9.3	11.4	11.4	4.6	13.2		35.1	43.7	
Actuated g/C Ratio	0.24	0.26		0.09	0.11	0.11	0.05	0.13		0.35	0.44	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	429	845		165	213	175	82	456		622	1479	
v/s Ratio Prot	c0.21	c0.15		0.07	0.06		0.03	0.06		c0.32	c0.27	
v/s Ratio Perm						0.03						
v/c Ratio	0.86	0.57		0.73	0.56	0.23	0.61	0.44		0.92	0.62	
Uniform Delay, d1	36.3	31.9		44.1	41.9	40.2	46.8	39.9		31.0	21.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	16.2	0.9		14.8	3.4	0.7	12.2	0.7		18.3	0.8	
Delay (s)	52.4	32.8		58.8	45.3	40.9	59.0	40.6		49.3	22.5	
Level of Service	D	C		E	D	D	E	D		D	C	
Approach Delay (s)		39.9			45.4			44.1			32.6	
Approach LOS		D			D			D			C	

Intersection Summary			
HCM Average Control Delay	37.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	99.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		

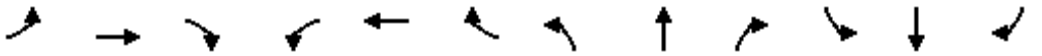
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.98	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1526	1770	3539	1549	1770	1652		1770	1863	1549
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1526	1770	3539	1549	1770	1652		1770	1863	1549
Volume (vph)	100	1140	130	10	630	190	30	10	20	790	70	310
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	100	1140	130	10	630	190	30	10	20	790	70	310
RTOR Reduction (vph)	0	0	85	0	0	49	0	19	0	0	0	132
Lane Group Flow (vph)	100	1140	45	10	630	141	30	11	0	790	70	178
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	6.1	37.0	37.0	0.7	31.6	31.6	4.4	4.2		48.3	48.1	48.1
Effective Green, g (s)	6.1	37.0	37.0	0.7	31.6	31.6	4.4	4.2		48.3	48.1	48.1
Actuated g/C Ratio	0.06	0.35	0.35	0.01	0.30	0.30	0.04	0.04		0.45	0.45	0.45
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	197	1233	532	12	1053	461	73	65		805	844	702
v/s Ratio Prot	c0.03	c0.32		0.01	0.18		0.02	0.01		c0.45	0.04	
v/s Ratio Perm			0.03			0.09						c0.11
v/c Ratio	0.51	0.92	0.09	0.83	0.60	0.31	0.41	0.17		0.98	0.08	0.25
Uniform Delay, d1	48.6	33.3	23.2	52.7	31.9	28.8	49.6	49.3		28.5	16.5	17.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.1	11.6	0.1	168.3	0.9	0.4	3.7	1.2		27.0	0.0	0.2
Delay (s)	50.6	44.9	23.3	221.0	32.8	29.2	53.4	50.5		55.5	16.6	18.1
Level of Service	D	D	C	F	C	C	D	D		E	B	B
Approach Delay (s)		43.3			34.2			51.9			43.3	
Approach LOS		D			C			D			D	

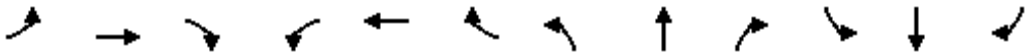
Intersection Summary			
HCM Average Control Delay	41.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	106.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	3433	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1863	1583	3433	1863	1583	1770	3539	1583	1770	3539	1583
Volume (vph)	70	30	30	660	50	50	40	970	980	130	730	130
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	70	30	30	660	50	50	40	970	980	130	730	130
RTOR Reduction (vph)	0	0	28	0	0	33	0	0	0	0	0	82
Lane Group Flow (vph)	70	30	2	660	50	17	40	970	980	130	730	48
Turn Type	Prot		Perm	Prot		Perm	Prot		Free	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Actuated Green, G (s)	4.4	4.3	4.3	29.3	29.2	29.2	3.2	27.3	84.2	7.3	31.4	31.4
Effective Green, g (s)	4.4	4.3	4.3	29.3	29.2	29.2	3.2	27.3	84.2	7.3	31.4	31.4
Actuated g/C Ratio	0.05	0.05	0.05	0.35	0.35	0.35	0.04	0.32	1.00	0.09	0.37	0.37
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	92	95	81	1195	646	549	67	1147	1583	153	1320	590
v/s Ratio Prot	0.04	0.02		0.19	0.03		0.02	c0.27		0.07	0.21	
v/s Ratio Perm			0.00			0.01			c0.62			0.03
v/c Ratio	0.76	0.32	0.02	0.55	0.08	0.03	0.60	0.85	0.62	0.85	0.55	0.08
Uniform Delay, d1	39.4	38.5	37.9	22.2	18.5	18.2	39.9	26.5	0.0	37.9	20.9	17.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	30.3	1.9	0.1	1.8	0.2	0.1	13.5	5.9	1.8	33.2	0.5	0.1
Delay (s)	69.7	40.4	38.0	24.0	18.7	18.3	53.4	32.4	1.8	71.1	21.4	17.1
Level of Service	E	D	D	C	B	B	D	C	A	E	C	B
Approach Delay (s)		55.6			23.3			17.8			27.3	
Approach LOS		E			C			B			C	

Intersection Summary			
HCM Average Control Delay	22.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	84.2	Sum of lost time (s)	4.0
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.93		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3514		1770	3493		1770	1723		1770	1653	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3514		1770	3493		1770	1723		1770	1653	
Volume (vph)	40	1000	50	30	730	70	20	10	10	240	10	30
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	40	1000	50	30	730	70	20	10	10	240	10	30
RTOR Reduction (vph)	0	4	0	0	7	0	0	10	0	0	24	0
Lane Group Flow (vph)	40	1046	0	30	793	0	20	10	0	240	16	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	1.9	26.4		1.3	25.8		0.6	1.1		11.7	12.2	
Effective Green, g (s)	1.9	26.4		1.3	25.8		0.6	1.1		11.7	12.2	
Actuated g/C Ratio	0.03	0.47		0.02	0.46		0.01	0.02		0.21	0.22	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	60	1642		41	1595		19	34		367	357	
v/s Ratio Prot	c0.02	c0.30		0.02	0.23		0.01	c0.01		c0.14	0.01	
v/s Ratio Perm												
v/c Ratio	0.67	0.64		0.73	0.50		1.05	0.30		0.65	0.05	
Uniform Delay, d1	27.0	11.4		27.4	10.8		27.9	27.3		20.5	17.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	24.5	0.8		49.4	0.2		224.0	4.9		4.2	0.1	
Delay (s)	51.5	12.2		76.9	11.0		252.0	32.2		24.7	17.6	
Level of Service	D	B		E	B		F	C		C	B	
Approach Delay (s)		13.7			13.4			142.1			23.7	
Approach LOS		B			B			F			C	

Intersection Summary			
HCM Average Control Delay	17.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	56.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX D
ANALYSIS VALIDATION MEMORANDUM

FEHR PEERS

FEHR PEERS

MEMORANDUM

Date: November 23, 2011

To: William Conyers and Kristie Wheeler, RBF Consulting

From: Sam Tabibnia and Sarah Nadiranto

Subject: ***James Donlon Boulevard Extension Project EIR - Analysis Validity***

1021-1822A

Fehr & Peers submitted the Transportation/Traffic chapter of the James Donlon Boulevard Extension Administrative Draft Environmental Impact Report (ADEIR) in July 2008. The analysis presented in the ADEIR was based on data collected in 2007. Since the ADEIR was based on data collected over four years ago, Fehr & Peers has collected more recent data to confirm that the assumptions used in the ADEIR continue to be valid. Our analysis focuses on comparing traffic volumes at key intersections and the results of the Contra Costa Transportation Authority (CCTA) Countywide Travel Demand Model to determine.

Our analysis shows the following:

- Traffic volumes in 2011 are about the same or slightly less than in 2007, confirming that the existing conditions analysis presented in the DEIR continues to be valid.
- The most recent version of the CCTA Model forecasts similar or less growth in traffic volumes than forecasted in 2007, confirming that the future volume forecasts presented in the DEIR continue to be valid.

Overall, our work confirms that the analysis presented in the ADEIR is conservative and continues to remain valid. The rest of this memorandum describes our analysis in more detail.

EXISTING INTERSECTION VOLUMES

The ADEIR collected weekday traffic counts at 12 study intersections during the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM) in June 2007 and November 2007. Fehr & Peers collected traffic counts at two of the intersections in November 2011. The 2011 traffic counts were collected at the Railroad Avenue/Buchanan Road and Kirker Pass Road/ Concord Boulevard intersections only because they are major intersections in the study and are most likely to show changes in traffic volumes.

Table 1 compared the AM and PM peak hour intersection volumes between 2007 and 2011 counts. The overall intersection volume at the Railroad Avenue/Buchanan Road decreases by less than one percent during the AM peak hour and increases by less than one percent during the PM peak hour; while the intersection volume at the Kirker Pass Road/Concord Boulevard intersection decreases during both AM and PM peak hours. The overall difference between the 2007 and 2011 volumes are within the daily fluctuations expected at these intersections.

FEHR PEERS

TABLE 1
INTERSECTION VOLUME SUMMARY

Intersection	AM Intersection Volume			PM Intersection Volume		
	2007[1]	2011[2]	% Change	2007[1]	2011[2]	% Change
1. Railroad Avenue / Buchanan Road	2,397	2,382	- <1%	2,437	2,445	+ < 1%
2. Kirker Pass Road / Concord Boulevard	3,522	3,241	- 8%	3,457	3,359	- 3%

Notes:
1. Intersection volumes based on counts collected in 2007 and shown on Figure 4.13-2 of the ADEIR.
2. Intersection volumes based on counts collected in November 2011.

Fehr & Peers, 2011

Considering that intersection traffic volumes have not changed substantially since 2007, the existing conditions analysis presented in the ADEIR remain valid.

MODEL VALIDATION

The 2015 and 2030 traffic volume forecasts presented in the ADEIR were developed using the CCTA Model released in Spring 2007. The land use database in this version of the model is consistent with the Association of Bay Area Governments' (ABAG) *Projections 2005 (*P'2005). Since then, ABAG has published *Projections 2009* (P'2009). The CCTA Model has been updated to reflect the new P'2009 land uses.

Consistent with CCTA guidelines, the future traffic volumes presented in the ADEIR were based on the growth between the base and future years as forecasted by the CCTA model. Tables 2 and 3 compare the growth on ten roadway segments between the base and future years as forecasted by the P'2005 and P'2009 based models for AM and PM peak hours, respectively. Note that the P'2009 based model extends five more years to 2035 than the P'2005 based model.

As shown in Tables 2 and 3, although the more recent P'2009 based forecasts extend five more years into the future, it forecasts less traffic growth than the P'2005 based model that was used for the ADEIR. Considering that traffic volume growth forecasts have not increased since 2007, the 2015 and 2030 conditions analyses presented in the ADEIR represent conservative conditions and remain valid.

Please contact us with comments or questions.

Attachment A –2011 Traffic Counts

FEHR PEERS

TABLE 2
AM PEAK HOUR MODEL VALIDATION

Roadway Segment	2005 Projections[1]			2009 Projections[2]		
	2005 Base Year	2030 Future Year	Model Growth	2005 Base Year	2035 Future Year	Model Growth
SR-4 (east of Loveridge Road)	7,330	13,310	+ 5,980	7,530	13,500	+ 5,970
James Donlon Drive (east of Somersville Road)	50	510	+ 460	430	580	+ 150
Somersville Road (north of James Donlon Drive)	70	740	+ 670	470	710	+ 240
Buchanan Road (east of Railroad Avenue)	1,260	1,620	+ 360	1,430	1,590	+ 160
Railroad Avenue (north of Buchanan Road)	1,220	2,680	+ 1,460	1,540	2,750	+ 1,210
Railroad Avenue (south of Buchanan Road)	2,430	4,200	+ 1,770	2,880	4,240	+ 1,360
Buchanan Road (west of Somersville Road)	1,290	1,820	+ 530	1,540	1,800	+ 260
Somersville Road (north of Buchanan Road)	960	2,070	+ 1,110	1,520	2,000	+ 480
Concord Avenue (east of Kirker Pass Road)	400	800	+ 400	470	720	+ 250
Concord Avenue (west of Kirker Pass Road)	960	1,150	+ 190	1,170	1,330	+ 160

Notes:
1. CCTA Model forecasts based on *P'2005* land uses.
2. CCTA Model forecasts based on *P'2009* land uses.

Fehr & Peer, 2011.

FEHR PEERS

TABLE 3
PM PEAK HOUR MODEL VALIDATION

Roadway Segment	2005 Projections[1]			2009 Projections[2]		
	2005 Base Year	2030 Future Year	Model Growth	2005 Base Year	2035 Future Year	Model Growth
SR-4 (east of Loveridge Road)	7,840	14,710	+ 6,870	8,970	14,730	+ 5,760
James Donlon Drive (east of Somersville Road)	70	490	+ 420	350	520	+ 170
Somersville Road (north of James Donlon Drive)	100	710	+ 610	410	640	+ 230
Buchanan Road (east of Railroad Avenue)	1,490	1,710	+ 220	1,630	1,710	+ 80
Railroad Avenue (north of Buchanan Road)	850	2,840	+ 1,990	1,440	2,790	+ 1,350
Railroad Avenue (south of Buchanan Road)	2,220	4,350	+ 2,130	2,950	4,270	+ 1,320
Buchanan Road (west of Somersville Road)	1,700	1,860	+ 160	1,870	1,850	- 20
Somersville Road (north of Buchanan Road)	930	1,530	+ 600	1,520	1,550	+ 30
Concord Avenue (east of Kirker Pass Road)	510	860	+ 350	590	810	+ 220
Concord Avenue (west of Kirker Pass Road)	780	1,150	+ 370	900	1,230	+ 330

Notes:
1. CCTA Model forecasts based on *P'2005* land uses.
2. CCTA Model forecasts based on *P'2009* land uses.

Fehr & Peer, 2011.

Attachment A
2011 Traffic Counts

FEHR PEERS

All Traffic Data

(916) 771-8700

City of Pittsburg

File Name : 11-7483-001 Railroad-Buchanan
Site Code : 00000000
Start Date : 11/2/2011
Page No : 1

Groups Printed- Unshifted

	Railroad Avenue Southbound				Buchanan Road Westbound				Railroad Avenue Northbound				Buchanan Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	6	109	13	128	237	15	15	267	1	72	58	131	14	6	12	32	558
07:15	17	145	7	169	257	15	23	295	3	71	81	155	13	20	3	36	655
07:30	31	99	12	142	196	11	12	219	2	75	86	163	16	27	9	52	576
07:45	9	95	13	117	228	22	27	277	4	95	67	166	13	14	6	33	593
Total	63	448	45	556	918	63	77	1058	10	313	292	615	56	67	30	153	2382
08:00	16	114	12	142	188	24	16	228	4	79	68	151	13	14	5	32	553
08:15	7	66	21	94	193	18	21	232	9	79	41	129	11	16	9	36	491
08:30	9	61	5	75	170	23	9	202	1	43	29	73	10	13	11	34	384
08:45	13	61	8	82	100	15	8	123	2	46	18	66	8	9	3	20	291
Total	45	302	46	393	651	80	54	785	16	247	156	419	42	52	28	122	1719
16:00	27	51	23	101	84	25	29	138	6	75	210	291	12	15	3	30	560
16:15	32	54	13	99	78	22	14	114	5	131	222	358	15	13	6	34	605
16:30	27	60	16	103	72	33	26	131	2	146	213	361	11	16	4	31	626
16:45	32	58	20	110	66	22	12	100	5	139	239	383	13	16	3	32	625
Total	118	223	72	413	300	102	81	483	18	491	884	1393	51	60	16	127	2416
17:00	20	69	19	108	123	23	24	170	9	155	194	358	24	25	2	51	687
17:15	42	54	21	117	105	33	16	154	7	176	230	413	20	9	1	30	714
17:30	18	36	7	61	23	8	5	36	8	83	103	194	3	6	2	11	302
17:45	22	43	16	81	94	20	17	131	6	158	170	334	11	9	2	22	568
Total	102	202	63	367	345	84	62	491	30	572	697	1299	58	49	7	114	2271
Grand Total	328	1175	226	1729	2214	329	274	2817	74	1623	2029	3726	207	228	81	516	8788
Apprch %	19	68	13.1		78.6	11.7	9.7		2	43.6	54.5		40.1	44.2	15.7		
Total %	3.7	13.4	2.6	19.7	25.2	3.7	3.1	32.1	0.8	18.5	23.1	42.4	2.4	2.6	0.9	5.9	

All Traffic Data

(916) 771-8700

City of Concord

File Name : 11-7483-002 Kirker Pass-Concord
Site Code : 00000000
Start Date : 11/2/2011
Page No : 1

Groups Printed- Unshifted

	Kirker Pass Road Southbound				Concord Boulevard Westbound				Kirker Pass Road Northbound				Concord Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	4	379	60	443	87	68	17	172	11	87	21	119	13	7	17	37	771
07:15	7	328	68	403	70	87	26	183	26	74	17	117	14	13	17	44	747
07:30	11	307	86	404	92	119	39	250	24	89	21	134	10	19	42	71	859
07:45	13	312	71	396	91	86	20	197	33	107	49	189	16	28	38	82	864
Total	35	1326	285	1646	340	360	102	802	94	357	108	559	53	67	114	234	3241
08:00	16	212	62	290	55	77	19	151	41	109	38	188	28	27	21	76	705
08:15	7	275	39	321	50	88	15	153	28	93	17	138	30	35	34	99	711
08:30	8	227	35	270	92	57	15	164	22	78	28	128	12	25	37	74	636
08:45	4	195	32	231	53	44	7	104	25	68	35	128	16	18	23	57	520
Total	35	909	168	1112	250	266	56	572	116	348	118	582	86	105	115	306	2572
16:00	12	93	20	125	38	25	13	76	30	248	74	352	35	47	35	117	670
16:15	8	93	17	118	33	22	7	62	31	262	81	374	37	44	26	107	661
16:30	15	97	18	130	49	26	10	85	34	289	87	410	52	56	35	143	768
16:45	20	124	18	162	38	28	4	70	29	273	97	399	49	64	46	159	790
Total	55	407	73	535	158	101	34	293	124	1072	339	1535	173	211	142	526	2889
17:00	13	102	18	133	43	32	8	83	40	306	98	444	62	72	46	180	840
17:15	22	124	19	165	52	33	6	91	33	318	85	436	65	66	55	186	878
17:30	14	100	11	125	38	34	12	84	25	340	96	461	49	100	42	191	861
17:45	13	109	12	134	36	31	12	79	30	289	83	402	58	60	47	165	780
Total	62	435	60	557	169	130	38	337	128	1253	362	1743	234	298	190	722	3359
Grand Total	187	3077	586	3850	917	857	230	2004	462	3030	927	4419	546	681	561	1788	12061
Apprch %	4.9	79.9	15.2		45.8	42.8	11.5		10.5	68.6	21		30.5	38.1	31.4		
Total %	1.6	25.5	4.9	31.9	7.6	7.1	1.9	16.6	3.8	25.1	7.7	36.6	4.5	5.6	4.7	14.8	