Appendix J – Traffic

FEHR PEERS

Draft Transportation Impact Analysis

MT. DIABLO RESOURCE RECOVERY PARK

December 2011

WC11-2801

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EXECUTIVE SUMMARY

This report presents the transportation impact analysis (TIA) results for the proposed operational expansion of the Mt. Diablo Resource Recovery Park in Pittsburg, California.

PROJECT DESCRIPTION

The Project site is located at 1300 Loveridge Road in Pittsburg, approximately 3/4 of a mile north of the SR-4/Loveridge Road interchange, on the west side of Loveridge Road between the Burlington Northern and Santa Fe (BNSF) railroad and the Pittsburg-Antioch Highway. Vehicular access to the site is from two unsignalized, full access driveways on Loveridge Road; the southerly driveway is the main public driveway to the facility.

Current operations on the project site include receiving, sorting, processing, recycling, and transporting of municipal solid waste and recyclables, green waste, and mixed construction and demolition materials. The existing site is comprised of the following facilities:

- Mt. Diablo Recycling Facility (MDRF)
- Recycling Center and Transfer Station (RCTS)
- Green Material Processing Operations Area
- Mixed Construction and Demolition Processing Area

The Project consists of a Conditional Use Permit (CUP) for the operational expansion and reorganization of the facility. The Mt. Diablo Resource Recovery Park (MDRRP) would house expanded operations of the facilities listed above, as well as a new Biomass Gasification Unit. Based on the Project description, the Project would increase the permitted capacity by 3,340 tons per day (TPD).

This study analyzes two Project scenarios: maximum permitted and typical operating conditions. The maximum permitted scenario reflects maximum potential trip generation for the site, derived from the difference between existing observed operating conditions and the proposed maximum permitted levels. Because the facility does not typically operate at current maximum permitted levels, a second Project scenario was evaluated based on the difference between existing observed operating conditions and the projected operating levels of the expanded site under typical conditions.

This study addresses the Project's impacts on the roadway system under both typical and maximum operating conditions, and discusses the adjacent bicycle, pedestrian, and transit network.

STUDY INTERSECTIONS AND ANALYSIS SCENARIOS

Project impacts on the study area roadway facilities were determined by measuring the effect Project traffic would have on operations during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods at the study intersections selected in consultation with City staff. Additionally, the driveways that serve the site were evaluated.

For this study, the following scenarios were evaluated:

- ***Existing*** – Existing conditions based upon data collected in 2011.
- ***Existing Plus Project (Maximum Permitted Operating Conditions)*** – Existing conditions plus project-related traffic assuming ultimate site operates at maximum permitted levels.
- ***Existing Plus Project (Typical Operating Conditions)*** – Existing conditions plus project-related traffic assuming ultimate site operates at typical levels.
- ***Cumulative –*** Future (Year 2030) forecast conditions based on the Contra Costa Transportation Authority (CCTA) Travel Demand Model (TDM).
- ***Cumulative Plus Project (Maximum Permitted Operating Conditions)*** – Future (Year 2030) forecast conditions based on the CCTA TDM plus project-related traffic assuming ultimate site operates at maximum permitted levels.
- ***Cumulative Plus Project (Typical Operating Conditions)*** – Future (Year 2030) forecast conditions based on the CCTA TDM plus project-related traffic assuming ultimate site operates at typical levels.

FINDINGS AND RECOMMENDATIONS

Off-Site Findings

Results of the intersection operations analysis indicate that under Existing plus Project conditions, with the Project operating under typical operating conditions, the Pittsburg-Antioch Highway / Loveridge Road intersection is projected to experience a significant Project impact. With operations under maximum permitted levels, operations of the SR 4 Eastbound Ramps / Loveridge Road intersection is projected to degrade to an unacceptable level, resulting in a significant impact. Improvements are planned at both of these intersections that would result in acceptable service levels with the project under maximum permitted operating conditions. The Project would contribute their fair share to these planned improvements through the payment of local and regional traffic impact fees, reducing the Existing plus Project impact to a ***less-than-significant*** level.

Under Cumulative plus Project conditions, all study intersections are projected to operate at acceptable service levels with the addition of Project traffic under typical operating conditions. Operations under maximum permitted levels would worsen the operation of the Pittsburg-Antioch Highway / Loveridge Road intersection, resulting in a significant impact. To mitigate this impact, significant capacity improvements above those already planned would have to be undertaken, including a second westbound left-turn lane, conversion of the northbound left-through shared lane to an exclusive northbound left-turn lane, conversion of the existing northbound shared left-turn/through lane to a through-only lane, signal phasing modifications to allow protected left-turn operation, upgrades to the existing traffic signal equipment, and potentially upgrades to the rail crossing on Loveridge Road just south of the intersection. These improvements may be infeasible to construct due to various constraints including right-of-way constraints and the need to relocate railroad crossing equipment adjacent to the intersection. Therefore, the Project's impact would be ***significant and unavoidable*** under maximum operating conditions.

Table ES-1 presents the intersection analysis results for the study intersections which experience significant impacts due to the proposed Project under Existing and Cumulative conditions, as well as the results under mitigated conditions.

It should be noted that the option to haul waste via the adjacent rail lines is being considered as a future option, although it is not proposed for implementation at this time. Should rail haul operations be

implemented, it is expected that the rail capacity could accommodate approximately 2,700 TPD, which would reduce the net-increase in tonnage to be hauled via the vehicular transportation network to approximately 640 TPD. Under rail haul operations, the significant and unavoidable impact identified under maximum permitted conditions at the Pittsburg-Antioch Highway / Loveridge Road intersection would be reduced to a ***less-than-significant*** level.

On-Site Findings

Site access and circulation were reviewed for the proposed Project. The following on-site improvements are recommended, as depicted on **Figure ES-1**:

- Maintain the southern driveway as the main entrance to the Project site.
- Maintain access restrictions at driveway between north and south driveways.
- Restrict access at northern driveway to only allow employees and transfer vehicles.
- Maintain on-site pedestrian crossings along main drive aisle adjacent to parking lot.
- Create a more formal intersection connection from drive aisle and Mixed C&D Processing Area.
- Construct a 10-foot wide sidewalk along the Project's frontage

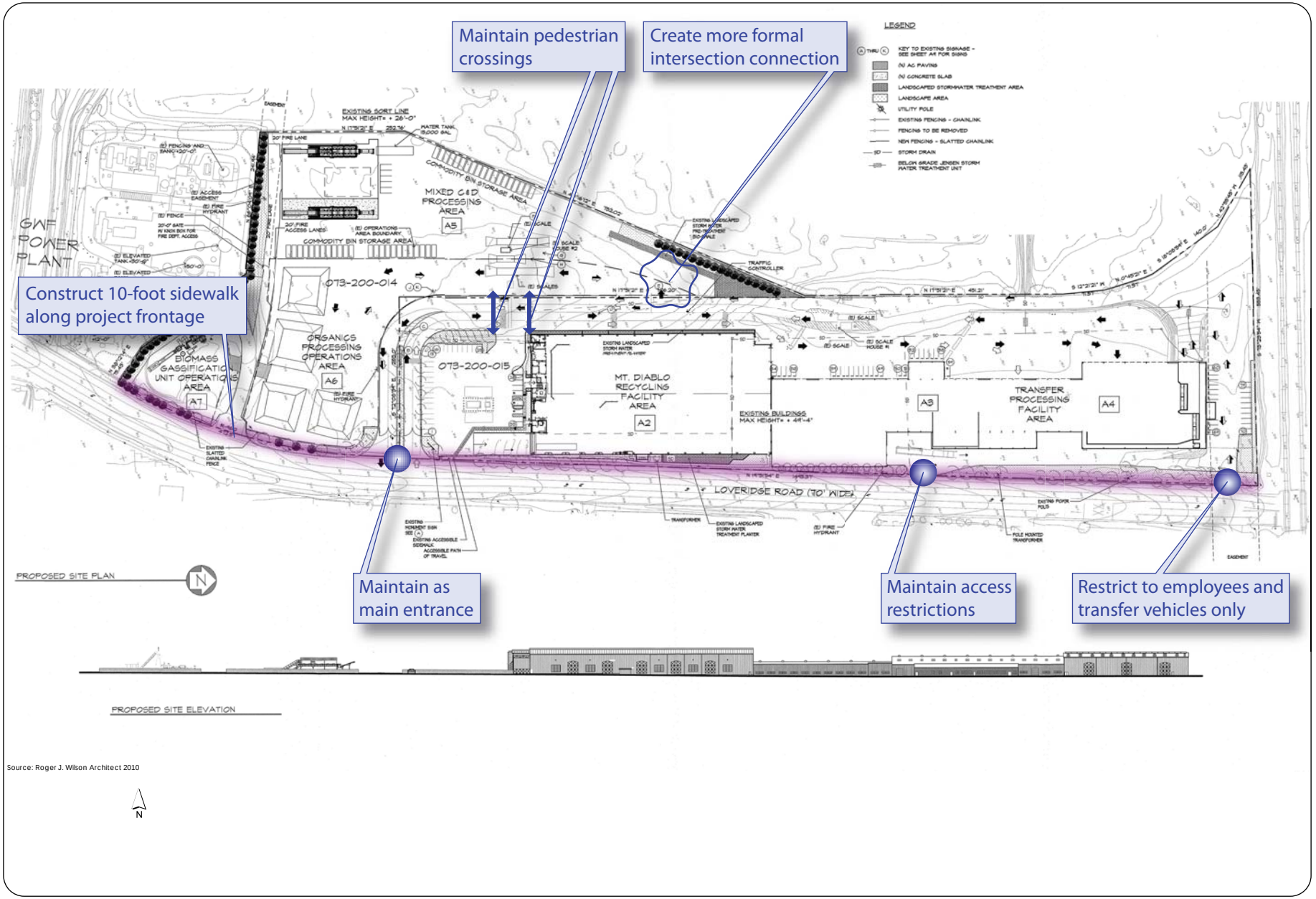
TABLE ES-1
EXISTING PLUS PROJECT AND CUMULATIVE PLUS PROJECT MITIGATED PEAK HOUR INTERSECTION LEVEL OF SERVICE

Intersection	Control[1]	Peak Hour	Without Project				Plus Project				Plus Project Mitigated			
			Delay[2]	LOS[3]	V/C[4]	LOS[3]	Delay[2]	LOS[3]	V/C[4]	LOS[3]	Delay[2]	LOS	V/C[4]	LOS[3]
EXISTING CONDITIONS														
Maximum Permitted Operating Conditions														
2. SR 4 Eastbound Ramps / Loveridge Road	Signal	PM	57	E	0.768	C	86	F	***0.865***	***D***	48	D	0.603	B
5. Pittsburg-Antioch Highway / Loveridge Road	Signal	AM	100	F	0.687	B	> 200	F	***1.100***	***F***	145.4	F	0.721	C
		PM	101	F	**0.968**	**E**	> 200	F	***1.185***	***F***	144.3	F	**0.908**	**E**
Typical Operating Conditions														
5. Pittsburg-Antioch Highway / Loveridge Road	Signal	AM	100	F	0.687	B	> 200	F	***0.866***	***D***	70.5	E	0.558	A
		PM	101	F	**0.968**	**E**	189	F	***1.064***	***F***	88.8	F	0.847	D
CUMULATIVE CONDITIONS														
Maximum Permitted Operating Conditions														
5. Pittsburg-Antioch Highway / Loveridge Road	Signal	AM	61	E	0.615	B	180	F	***0.895***	***D***	55	D	0.625	B
		PM	58	E	0.782	C	136	F	***0.922***	***E***	63	E	0.742	C

Note: Results in **bold** represent unacceptable levels of service, ***bold italics*** represent significant impact.

1. Signal = Signalized intersection.
2. Delay presented as seconds per vehicle.
3. LOS = Level of Service
4. CCTA volume to capacity (v/c) ratios. Signalized intersection level of service based on *Technical Procedures* (Contra Costa Transportation Authority, 2006)

Source: Fehr & Peers, 2011.



Mt. Diablo Resource Recovery Park

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WC11-2801_ES-1_Recommendations

Conceptual Site Plan Recommendations

Figure ES-1

CHAPTER 1. INTRODUCTION

This report presents the analysis and findings of the Transportation Impact Analysis (TIA) for the proposed expansion of the Mt. Diablo Resource Recovery Park in Pittsburg, California (the "Project"). The purpose of the TIA is to evaluate the impacts of the proposed project on the surrounding transportation system and identify improvements to mitigate significant impacts. This chapter discusses the study purpose, study area, analysis scenarios, analysis methods, significance criteria used to evaluate project impacts, and report organization.

STUDY PURPOSE

The study purpose is to evaluate the transportation impacts of the Mt. Diablo Resource Recovery Park proposed expansion. The site is located on the west side of Loveridge Road between the Burlington Northern and Santa Fe (BNSF) railroad and the Pittsburg-Antioch Highway, approximately 3/4 of a mile north of the SR-4/Loveridge Road interchange, as shown on **Figure 1**.

Current operations on the project site include receiving, sorting, processing, recycling, and transporting of municipal solid waste and recyclables, green waste, and mixed construction and demolition materials, comprised of the following facilities:

- Mt. Diablo Recycling Facility (MDRF)
- Recycling Center and Transfer Station (RCTS)
- Green Material Processing Operations Area
- Mixed Construction and Demolition Processing Area

The Project consists of a Conditional Use Permit (CUP) for the operational expansion and reorganization. The Mt. Diablo Resource Recovery Park (MDRRP) would house expanded operations of the facilities listed above, as well as a new Biomass Gasification Unit. Based on the Project description, the Project would increase the permitted capacity by 3,340 tons per day (TPD). The conceptual Project site plan is shown on **Figure 2**.

STUDY AREA

The study intersections were selected in consultation with City of Pittsburg staff. The study intersections, which are illustrated on **Figure 3**, include:

1. East Leland Road / Loveridge Road
2. SR 4 Eastbound Ramps / Loveridge Road
3. California Avenue / Northpark Boulevard / Loveridge Road
4. SR 4 Westbound Ramps / California Avenue
5. Pittsburg-Antioch Highway / Loveridge Road
6. Buchanan Road / Loveridge Road
7. W 10th Street / Auto Center Drive
8. Loveridge Road / Project South Driveway
9. Loveridge Road / Project North Driveway

Mt. Diablo Resource Recovery Park

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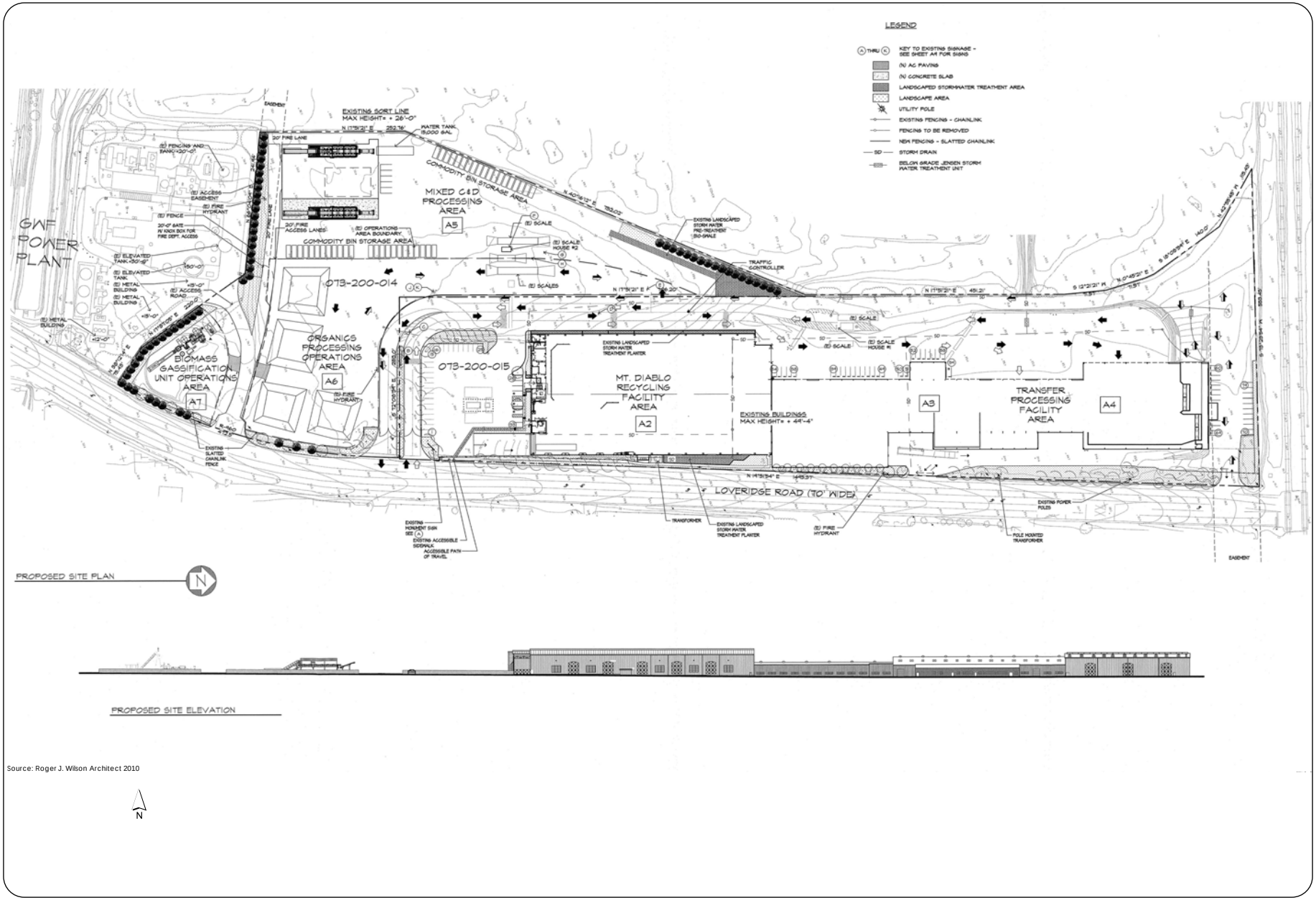
WC11-2801_1_SiteVicinityMap

Project Vicinity Map

Figure 1



Source: Roger J. Wilson Architect 2010

Mt. Diablo Resource Recovery Park

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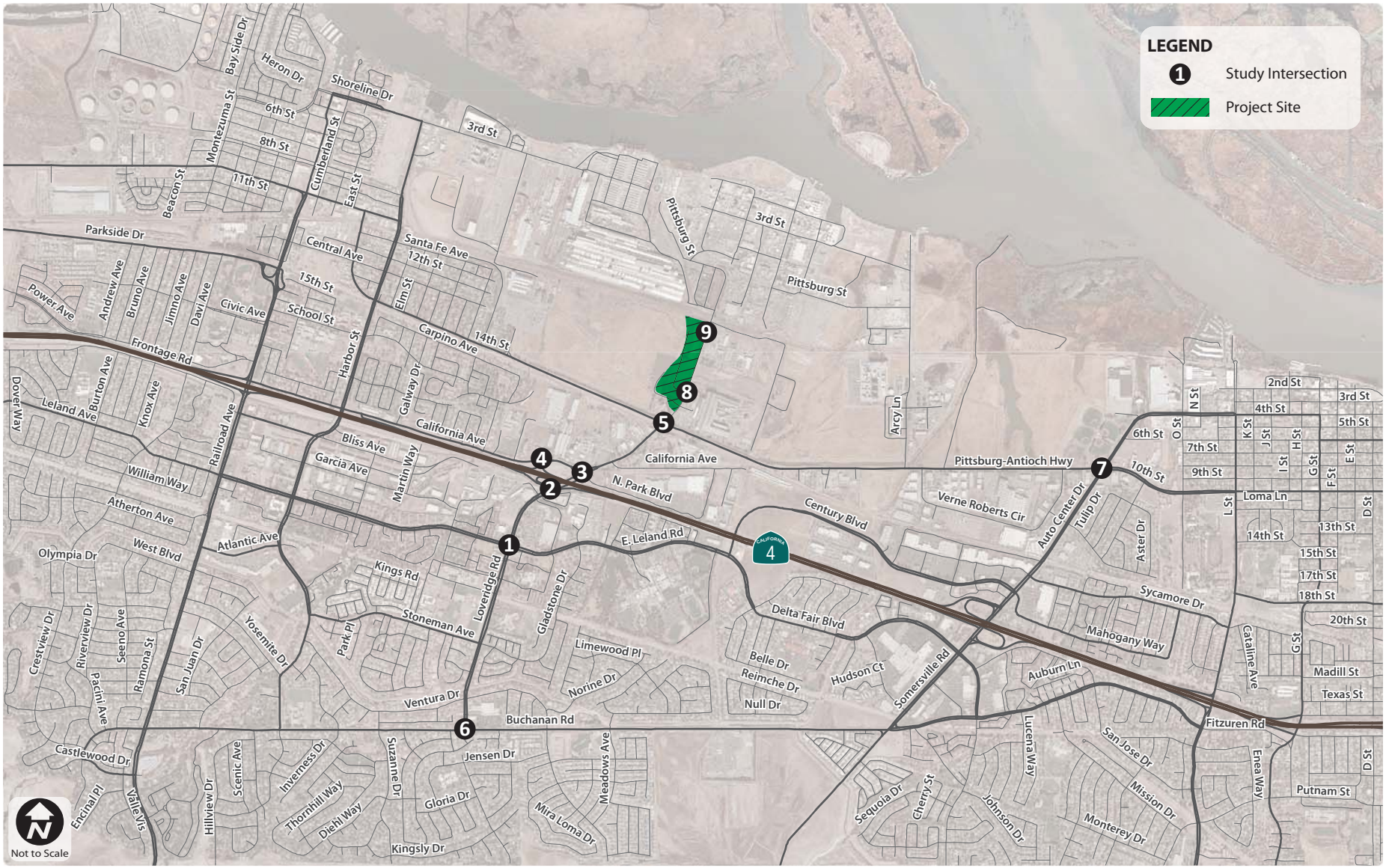
WC11-2801_2_ConceptualProjectSitePlan

Project Site Plan

Figure 2



Mt. Diablo Resource Recovery Park

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WC11-2801_3_StudyInt

Project Study Intersections

Figure 3

ANALYSIS SCENARIOS

The operations of these intersections were evaluated during the weekday morning and evening peak commute periods for the following scenarios:

- ***Existing*** – Existing conditions based upon data collected in 2011.
- ***Existing Plus Project (Maximum Permitted Operating Conditions)*** – Existing conditions plus project-related traffic assuming ultimate site operates at maximum permitted levels.
- ***Existing Plus Project (Typical Operating Conditions)*** – Existing conditions plus project-related traffic assuming ultimate site operates at typical levels.
- ***Cumulative*** – Future (Year 2030) forecast conditions based on the Contra Costa Transportation Authority (CCTA) Travel Demand Model (TDM).
- ***Cumulative Plus Project (Maximum Permitted Operating Conditions)*** – Future (Year 2030) forecast conditions plus Project-related traffic assuming ultimate site operates at maximum permitted levels.
- ***Cumulative Plus Project (Typical Operating Conditions)*** – Future (Year 2030) forecast conditions plus Project-related traffic assuming ultimate site operates at typical levels.

ANALYSIS METHODS

Transportation engineers and planners use the term level of service (LOS) to qualitatively describe the operations of transportation facilities. Level of service ranges from LOS A, indicating free-flow conditions with little or no delay) to LOS F (representing oversaturated conditions with excessive delays). LOS E described conditions at capacity. The transportation facilities evaluated in this study include signalized and unsignalized intersection. The analysis methods for each are described in the following sections.

Signalized Intersections

Operations of the signalized study intersections were evaluated using the LOS calculation method developed by the CCTA and the calculation method described in the 2000 *Highway Capacity Manual* (HCM). The CCTA method uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate an intersection's volume-to-capacity (V/C) ratio. **Table 1** summarizes the relationship between the V/C ratio and LOS for signalized intersections. The HCM method incorporates additional signal timing information to estimate the average control delay per vehicle (measured in seconds). Control delay is the portion of the delay attributed to traffic signal operations and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table 1 also summarizes the relationship between the average control delay and LOS for signalized intersections.

Unsignalized Intersections

For unsignalized (all-way stop-controlled and side-street stop-controlled) intersections, the 2000 *Highway Capacity Manual* (HCM) – *Special Report 209*, Chapter 17 (Transportation Research Board) method was used. With this method, operations are also defined by the average control delay per vehicle, based on the delay associated with the stop signs. For side-street stop-controlled intersections, the delay is estimated for movements that must yield the right-of-way: those from the stopped approaches and left-turns from the major street. **Table 2** summarizes the relationship between delay and LOS for unsignalized intersections. The delay ranges are different than the ranges for signalized intersections due to

differences in driver's expectations. Signalized intersections are expected to carry higher traffic volumes and experience greater delays than unsignalized intersections.

TABLE 1
SIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA

Level of Service	Description	Sum of Critical V/C Ratio	Average Control Delay Per Vehicle (Seconds)
A	Progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	≤ 0.60	≤ 10.0
B	Progression is good, cycle lengths are short, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	0.61 - 0.70	> 10.0 to 20.0
C	Higher congestion may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, though many vehicles still pass through the intersection without stopping.	0.71 - 0.80	> 20.0 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and/or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	0.81 - 0.90	> 35.0 to 55.0
E	This level is considered by many agencies to be the limit of acceptable delay. High delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	0.91 - 1.00	> 55.0 to 80.0
F	This level is considered unacceptable with oversaturation, which is when arrival flow rates exceed the capacity of the intersection. This level may also occur at high V/C ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to such delay levels.	> 1.00	> 80.0

Source: *Technical Procedures* (Contra Costa Transportation Authority, 2006), 2010 Highway Capacity Manual.

TABLE 2
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no traffic delays	≤ 10.0
B	Short traffic delays	> 10.0 to 15.0
C	Average traffic delays	> 15.0 to 25.0
D	Long traffic delays	> 25.0 to 35.0
E	Very long traffic delays	> 35.0 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 50.0

Source: 2010 *Highway Capacity Manual*.

SIGNIFICANCE CRITERIA

Significance criteria are used to determine whether a project impact is considered significant and therefore requires mitigation. City of Pittsburg and Contra Costa County (for Measure C compliance) level of service standards were used to determine whether the project would result in a significant impact to the study intersections. Multimodal criteria and site access, internal circulation, and parking impact criteria developed by Fehr & Peers and based on accepted industry practice were also applied.

Roadway System

Based on the adopted policies of CCTA and the Cities of Pittsburg and Antioch, a significant traffic impact would occur if the addition of project-generated traffic would result in any of the effects listed below:

- Operations of a study intersection to decline from LOS low-D (a volume-to-capacity ratio of 0.84 for signalized intersections or an average delay of 45 seconds for unsignalized) or better to LOS high-D, E or F
- Deterioration in already unacceptable operations at a signalized intersection by a change in V/C ratio of more than 0.01 or a change in average delay of more than 5 seconds
- Operations of an unsignalized study intersection to decline from an acceptable level to an unacceptable level, and the need for installation of a traffic signal at an unsignalized intersection, based on the Manual on Uniform Traffic Control Devices (MUTCD) Peak Hour Signal Warrant (Warrant 3)

Impacts to signalized intersections are identified based in the CCTA LOS method.

Transit System

Transit impacts would be considered significant if any of the following occur:

- The project or any project-related mitigation measure disrupts existing transit services or facilities. This includes disruptions caused by proposed project driveways on transit streets, impacts to

transit stops/shelters, and impacts to transit operations from traffic improvements proposed or resulting from the project.

- The project interferes with planned transit services or facilities.
- The project creates demand for public transit services above that which is provided or planned.
- The project conflicts or creates inconsistencies with adopted transit system plans, guidelines, policies or standards.

Bicycle System

Bicycle impacts would be considered significant if any of the following occur:

- The project disrupts existing bicycle facilities.
- The project interferes with planned bicycle facilities. This includes failure to dedicate right-of-way for planned on- and off-street bicycle facilities included in an adopted Bicycle Master Plan.
- The project conflicts or creates inconsistencies with adopted bicycle system plans, guidelines, policies or standards.

Pedestrian System

Pedestrian impacts would be considered significant if any of the following occur:

- The project disrupts existing pedestrian facilities. This includes adding new vehicular, pedestrian or bicycle traffic to a facility already experiencing pedestrian safety concerns such as an adjacent crosswalk or school.
- The project interferes with planned pedestrian facilities.
- The project conflicts or creates inconsistencies with adopted pedestrian system plans, guidelines, policies or standards.

Site Access, Internal Circulation, and Parking

A site access, internal circulation, or parking impact would be considered significant if the project would result in any of the following:

- Designs for on-site circulation, access and parking areas that fail to meet industry standard design guidelines.
- An insufficient quantity of on-site parking for vehicles.
- Increases in off-site parking demand above that which is provided in the immediate project area.
- An insufficient quantity of on-site parking for bicycles.
- Lack of or inaccessible and/or unsafe pedestrian connections between buildings and adjacent streets and transit facilities.
- Inadequate accessibility and circulation for service and delivery trucks on site, including access to truck loading areas.

- Lack of or an insufficient ingress left-turn lane length at a driveway, causing the ingress left-turn vehicle queue to spill out onto the street's through travel lane.

- Lack of or an insufficient ingress right-turn lane length at a driveway, causing the ingress vehicle queue to spill out onto the street's through travel lane.

REPORT ORGANIZATION

This report is divided into six chapters as described below:

- **Chapter 1 – Introduction** discusses the purpose and organization of this report.

- **Chapter 2 – Existing Conditions** describes the transportation system in the Project vicinity, including the surrounding roadway network, transit, pedestrian, and bicycle facilities, as well as intersection levels of service.

- **Chapter 3 – Project Traffic** presents relevant Project information, such as the Project description and Project trip generation, distribution, and assignment.

- **Chapter 4 – Existing Plus Project Traffic Conditions** addresses the existing conditions plus the Project, and discusses Project vehicular impacts.

- **Chapter 5 – Cumulative (Year 2030) Traffic Conditions** addresses the future conditions, both without and with the Project, and discusses Project vehicular impacts.

- **Chapter 6 – Site Access and Circulation** describes Project access, circulation, and parking, and provides recommendations to improve project site access.

CHAPTER 2. EXISTING CONDITIONS

This chapter describes the transportation characteristics of the project study area, including the surrounding roadway network and transit, pedestrian, and bicycle facilities in the vicinity of the project site. Existing intersection operations are also presented in this chapter.

ROADWAY SYSTEM

The project site is located on Loveridge Road, primarily surrounded by industrial uses. The roadways in the study area are described below and their locations in relation to the site are shown on Figure 1

SR 4 is an east-west divided highway that provides regional access to East Contra Costa County. SR 4 stretches from Interstate 80 (I-80) to the west to Alpine County to the east. In the vicinity of the Project site, it is a limited access freeway which serves approximately 110,000 vehicles per day (vpd) and provides 2 lanes in each direction. However, construction is currently underway to widen SR 4 to provide four lanes in each direction between Railroad Avenue and Hillcrest Avenue.

Loveridge Road is a north-south arterial roadway that provides direct access to the Project site. Loveridge Road stretches from the Pittsburg Waterfront to the north and Buchanan Road to the south. North of the SR-4 Interchange, it is an undivided roadway with two lanes in each direction. South of the SR-4 Interchange, it is a divided roadway with two lanes in each direction. The posted speed limit on Loveridge Road is 40 miles per hour (mph) north of Pittsburg-Antioch Highway and 35 mph to the south. There is an on-street bike lane on the east side of Loveridge Road north of the SR-4 Interchange, and along both sides of the street to the south.

Pittsburg-Antioch Highway is an east-west arterial roadway located just south of the Project site. Pittsburg-Antioch Highway stretches from Harbor Street to the west to Auto Center Drive in Antioch to the east, where it becomes West 10th Street. In the vicinity of the Project site, it is an undivided roadway with one lane in each direction and has a posted speed limit of 45 mph.

Auto Center Drive is a north-south arterial roadway located east of the Project site. Auto Center Drive stretches from West 10th Street to the north, where it becomes West 4th Street. To the south, it becomes Somersville Road at the SR-4 Interchange. In the vicinity of the Project site, it provides two lanes in each direction with a center two-way left-turn lane (TWLTL) and has a posted speed limit of 35 mph.

Buchanan Road is an east-west arterial roadway located south of the Project site. Buchanan Road stretches from Railroad Avenue to the west to Contra Loma Boulevard in Antioch to the east. In the vicinity of the Project site, it provides one lane in each direction with a painted median and has a posted speed limit of 35 mph. There is an on-street bike lane on both sides of Buchanan Road.

California Avenue is an east-west collector roadway located south of the Project site. California Avenue stretches from Railroad Avenue to the west to Markstein Drive to the east; it is offset at Loveridge Road, with the western segment intersecting Loveridge Road approximately 700 feet to the south of the eastern segment. In the vicinity of the Project site, it provides two lanes in each direction between Carion Court and Loveridge Road along the western segment, and one lane in each direction between Loveridge Road and Markstein Drive along the eastern segment.

Leland Road is an east-west arterial roadway located south of the Project site. Leland Road stretches from San Marco Boulevard in Pittsburg to the west to Century Boulevard to the east, where it becomes Delta Fair Boulevard. In the vicinity of the Project site, it provides two lanes in each direction with a landscaped center median and has a posted speed limit of 35 mph. There is an on-street bike lane on both sides of Leland Road.

BICYCLE AND PEDESTRIAN FACILITIES

Caltrans standards provide for three distinct types of bikeway facilities, as generally described below:

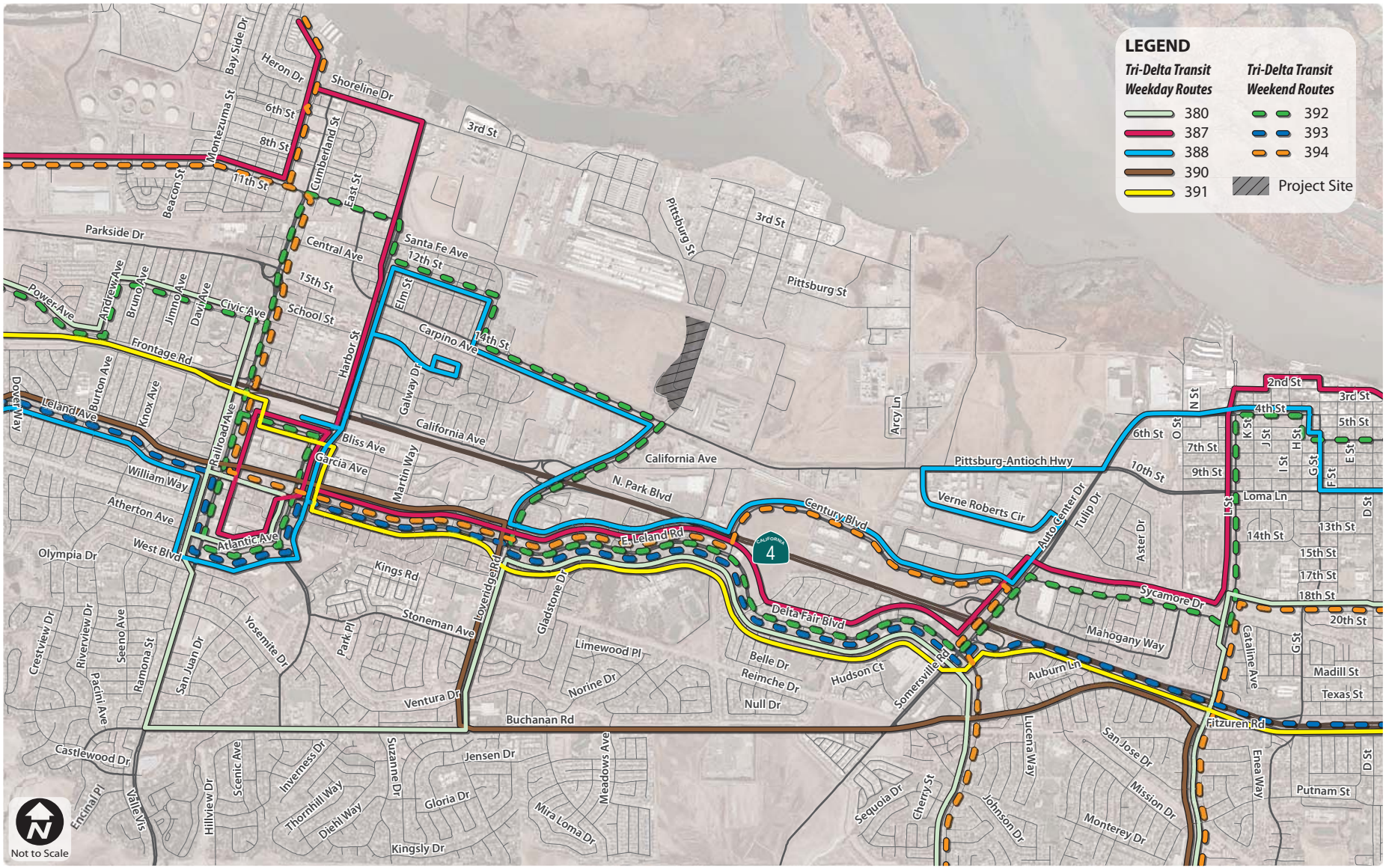
- ***Class I Bikeway (Bike Path)*** provides a completely separate right-of-way for the exclusive use of bicycles and pedestrians. Vehicle and pedestrian cross-flow is minimized.
- ***Class II Bikeway (Bike Lane)*** provides a restricted right-of-way designated for the use of bicycles with a striped lane on a street or highway. Bike lanes are generally five feet wide. Vehicle and pedestrian cross-flow is permitted. In some cases, vehicle parking is permitted adjacent to bike lanes.
- ***Class III Bikeway (Bike Route)*** provides a right-of-way designated by signs or pavement markings for shared use between bicyclists and motor vehicles.

In the vicinity of the Project, there are Class II bike lanes along Loveridge Road, East Leland Road, and Buchanan Road. Additionally, there is a Class I bike path along the Delta DeAnza Regional Trail, which is located south of the Project site between East Leland Road and Buchanan Road. As part of the East County Bikeway Plan, a bicycle facility is planned along Auto Center Drive and Somersville Road.

Sidewalks are not provided along Loveridge Road north of the SR-4 Interchange, including along the project frontage. However, sidewalks are generally provided along the other roadways within the project site.

TRANSIT ACCESS

Tri Delta Transit is the transit provider in the area serving East Contra Costa County, including Brentwood, Oakley, Pittsburg, and Bay Point. In addition, Tri Delta Transit provides a connection to the Bay Area Rapid Transit (BART) station at Pittsburg/Bay Point. **Figure 4** shows the existing transit services provided within the Project area. The characteristics of the Tri Delta Transit routes operating in the area are summarized in **Table 3**.



Mt. Diablo Resource Recovery Park

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Existing Transit Routes

Figure 4

TABLE 3
TRANSIT SERVICE SUMMARY

Line	Route	Nearest Stop	Weekday		Weekend	
			Hours	Headway	Hours	Headway
380	Pittsburg BART Station to Tri Delta Transit in northeast Antioch	Various stops on E Leland Rd between Loveridge Rd and Century Blvd	3:14 a.m. to 10:44 p.m.	12 to 30 minutes peak; 30 to 60 minutes off-peak	No service	N/A
387	Pittsburg BART Station to Tri Delta Transit in northeast Antioch	Various stops on E Leland Rd between Harbor St and Century Blvd	6:30 a.m. to 9:12 p.m.	30 to 60 minutes	No service	N/A
388	Pittsburg BART Station to Kaiser Medical Center in southeast Antioch	Pittsburg-Antioch Highway and Loveridge Rd	5:40 a.m. to 11:32 p.m.	30 to 60 minutes	No service	N/A
390	Pittsburg BART Station to Antioch Park & Ride (Hillcrest)	Various stops on E Leland Rd between Harbor St and Loveridge Rd	7:00 a.m. to 8:24 p.m.	20 to 30 minutes	No service	N/A
391	Pittsburg BART Station to Brentwood Park & Ride	Various stops on E Leland Rd between Harbor St and Century Blvd	5:52 a.m. to 1:14 a.m.	30 minutes peak, 60 minutes off-peak	No service	N/A
392	Pittsburg BART Station to Antioch Park & Ride (Hillcrest)	Pittsburg-Antioch Highway and Loveridge Rd	No service	N/A	7:00 a.m. to 1:26 a.m.	60 minutes
393	Bay Point to Brentwood Park & Ride	Various stops on E Leland Rd between Harbor St and Century Blvd	No service	N/A	6:11 a.m. to 1:35 a.m.	60 minutes
394	Pittsburg BART Station to Antioch Park & Ride (Hillcrest)	Various stops on E Leland Rd between Harbor St and Century Blvd	No service	N/A	7:11 a.m. to 8:30 p.m.	60 minutes

Sources: Tri Delta Transit (November, 2011)

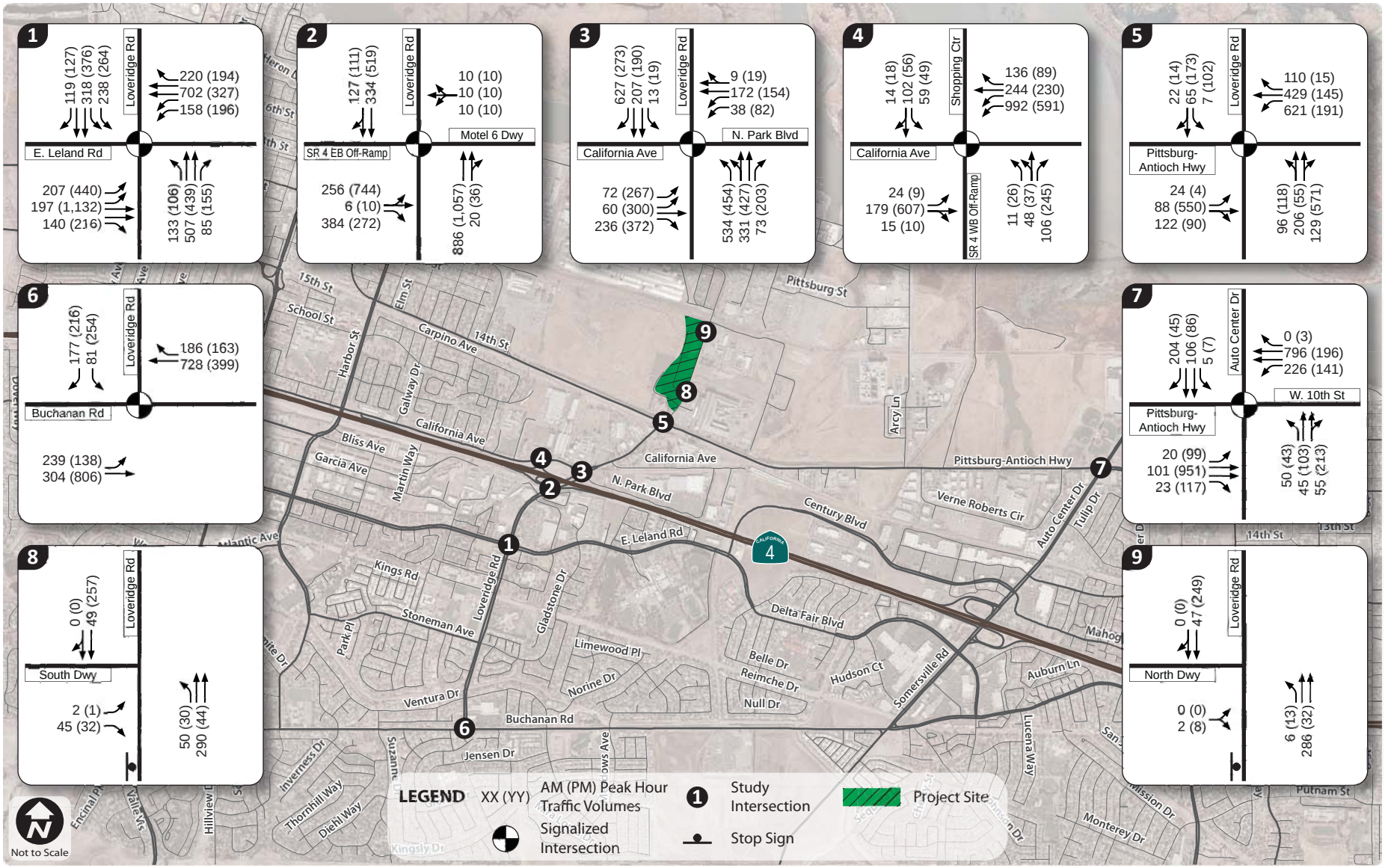
EXISTING TRAFFIC VOLUMES

Weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak period intersection turning movement counts were collected at all study intersections in October 2011. The existing peak period traffic counts are provided in **Appendix A**. For each intersection count period, the hour with the highest traffic volume was identified as the peak hour. The peak hour turning movement volumes are represented on **Figure 5**. These volumes are used in the intersection operations analysis. Figure 5 also presents the intersection lane configurations and traffic control devices.

EXISTING INTERSECTION OPERATIONS

Existing intersection operations were evaluated for the weekday AM and PM peak hours at all study intersections. **Table 4** summarizes the intersection analysis results.

As shown, all study intersections and project driveways operate at acceptable levels except for the Pittsburg-Antioch Highway / Loveridge Road intersection, which operates at LOS E during the PM peak hour based on the CCTA methodology and LOS F during both peak hours based on the HCM method. Poor operations are primarily experienced for the westbound left-turn and through movements in the AM peak hour and the northbound right-turn and eastbound through-movements in the PM peak hour. These movements accommodate heavy demand for traffic avoiding the congested SR 4 corridor. Improvements under construction on SR 4 are expected to reduce cut-through traffic at this intersection as well as other local intersections along parallel routes, resulting in improved operations when completed. Detailed intersection LOS calculation worksheets are presented in **Appendix B**.



Mt. Diablo Resource Recovery Park

FEHR PEERS

WC11-2801_5_ExVol

Existing Conditions
Peak Hour Traffic Volumes, Lane Configurations and Traffic Control
Figure 5

TABLE 4
EXISTING INTERSECTION PEAK HOUR LEVELS OF SERVICE

Location	Control[1]	Peak Hour	Delay[2]	LOS[3]	V/C[4]	LOS[3]
1. East Leland Road / Loveridge Road	Signal	AM PM	41 43	D D	0.515 0.629	A A
2. SR 4 Eastbound Ramps / Loveridge Road	Signal	AM PM	23 57	C E	0.504 0.768	A C
3. California Avenue / North Park Boulevard / Loveridge Road	Signal	AM PM	21 31	C C	0.639 0.506	A A
4. SR 4 Westbound Ramps / California Avenue	Signal	AM PM	30 29	C C	0.550 0.649	A A
5. Pittsburg-Antioch Highway / Loveridge Road	Signal	AM PM	100 101	F F	0.687 **0.968**	B **E**
6. Buchanan Road / Loveridge Road	Signal	AM PM	48 28	D C	0.609 0.616	B B
7. W 10th Street / Auto Center Drive	Signal	AM PM	20 19	B B	0.395 0.507	B A
8. Loveridge Road / Project South Driveway	SSSC	AM PM	2 (9) 2 (9)	A (A) A (A)	-	-
9. Loveridge Road / Project North Driveway	SSSC	AM PM	0 (9) 1 (9)	A (A) A (A)	-	-

Note: Results in **bold** represent unacceptable levels of service.

1. Signal = Signalized intersection; SSSC = Side Street Stop Controlled intersection
2. Delay presented as seconds per vehicle; for side-street stop-controlled intersections, delay presented as Intersection average (worst approach).
3. LOS = Level of Service
4. CCTA volume to capacity (v/c) ratios. Signalized intersection level of service based on *Technical Procedures* (Contra Costa Transportation Authority, 2006)

Source: Fehr & Peers, 2011.

CHAPTER 3. PROJECT TRAFFIC

This chapter provides an overview of the proposed Project components and describes the methods used to estimate project traffic. The project traffic estimates are used to evaluate project impacts on the surrounding roadway network.

PROJECT DESCRIPTION

Current operations on the project site include receiving, sorting, processing, recycling, and transporting of municipal solid waste and recyclables, green waste, and mixed construction and demolition materials. The existing site is currently comprised of the following facilities:

- Mt. Diablo Recycling Facility (MDRF)
- Recycling Center and Transfer Station (RCTS)
- Green Material Processing Operations Area
- Mixed Construction and Demolition Processing Area

The Project consists of a Conditional Use Permit (CUP) for the operational expansion and reorganization of the existing facility. The Mt. Diablo Resource Recovery Park (MDRRP) would house expanded operations of the facilities listed above, as well as a new Biomass Gasification Unit. Based on the Project description, the Project would increase the permitted capacity by 3,340 tons per day (TPD). Details of the existing and proposed operational characteristics are presented in **Table 5**. The conceptual Project site plan is shown on Figure 2. Vehicular access to the site is from two unsignalized, full access driveways on Loveridge Road; the southerly driveway is the main public driveway to the facility.

TABLE 5
EXISTING USES AND PROJECT SUMMARY

Existing Facility	Existing Permitted Capacity (TPD[1])	Proposed Permitted Capacity (TPD[1])	Net Change (TPD[1])
Mt. Diablo Recycling Facility (MDRF)	500	1,000	+ 500
Recycling Center and Transfer Station (RCTS)	1,500	2,700	+ 1,200
Green Material Processing Operations Area	200	800	+ 600
Mixed Construction and Demolition Processing Area	N/A	1,000	+ 1,000
Biomass Gasification Unit	N/A	40	+ 40
Total	**2,200**	**5,540**	**+ 3,340**

1. TPD = Tons Per Day

Source: PMC, 2011.

EXISTING SITE TRIPS

Fehr & Peers collected vehicle counts at the Loveridge Road driveways to estimate existing vehicle trips generated by the site. Daily and peak hour car and truck counts were collected on Thursday, January 27, 2011 and Friday, January 28, 2011. For purposes of this analysis, trucks are classified as vehicles larger than cars and compact pickup trucks as they are typically used to haul material (i.e. waste) to/from the site. The existing site trips were averaged and are shown in **Table 6**.

TABLE 6
EXISTING TRIP GENERATION

Vehicle Type	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Car	346	8	6	14	8	8	16
Truck	1,524	48	43	91	35	33	68
Total	**1,870**	**56**	**49**	**105**	**43**	**41**	**84**

Source: Fehr & Peers, 2011.

As shown in Table 6, the existing site generates 1,870 total daily trips, with 105 trips occurring during the AM peak hour and 84 trips occurring during the PM Peak hour.

PROJECT TRIP GENERATION

Trip generation rates were calculated based on the existing site trips and the actual tonnage processed at the site. The actual tonnage processed on the days the driveway counts were collected is presented in **Table 7**. As shown, the average tonnage processed at the existing site is 1,121 TPD.

TABLE 7
ACTUAL TONNAGE PROCESSED AT EXISTING SITE

Existing Facility	Thursday, Jan. 27, 2011 (TPD[1])	Friday, Jan. 28, 2011 (TPD[1])	Average (TPD[1])
Mt. Diablo Recycling Facility (MDRF)	98	49	74
Recycling Center and Transfer Station (RCTS)	782	962	872
Green Material Processing Operations Area	51	49	50
Mixed Construction and Demolition Processing Area	250	0	125
Biomass Gasification Unit	*Does not exist under Existing Conditions*		
Total	**1,181**	**1,060**	**1,121**

1. TPD = Tons Per Day

Source: Garaventa Enterprises, 2011.

In terms of the average tonnage processed, which is 1,121 TPD, the following trip rates (listed by vehicle type) were derived:

Daily: 308.77 car trips per 1,000 TPD
1,360.03 truck trips per 1,000 TPD

AM Peak Hour: 12.49 car trips per 1,000 TPD (57% In / 43% Out)
81.21 truck trips per 1,000 TPD (53% In / 47 % Out)

PM Peak Hour: 14.28 car trips per 1,000 TPD (50% In / 50% Out)
60.68 truck trips per 1,000 TPD (51% In / 49% Out)

The estimated trip generation for the Project was derived using the calculated trip rates for cars and trucks, as well as the maximum permitted capacity information of the expanded facility as contained in the Project description. **Table 8** presents the site trip generation of the existing facility and expanded site under maximum permitted operating conditions as well as the net new Project trips. Trip generation estimates are provided for both cars and trucks under daily, AM peak hour, and PM peak hour conditions.

TABLE 8
PROJECT TRIP GENERATION UNDER MAXIMUM PERMITTED OPERATING CONDITIONS

Vehicle Type	Units[1]	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Existing Operations								
Car[2]	1.12	346	8	6	14	8	8	16
Truck[3]	1.12	1,524	48	43	91	35	33	68
Total		1,870	56	49	105	43	41	84
Expanded Site Under Maximum Permitted Operating Conditions								
Car[2]	5.54	1,711	39	30	69	40	40	80
Truck[3]	5.54	7,535	238	211	449	171	165	336
Total		9,246	277	241	518	211	205	416
Net New Project Trips								
Car		1,365	31	24	55	32	32	64
Truck		6,011	190	168	358	136	132	268
Total		***7,376***	***221***	***192***	***413***	***168***	***164***	***332***

Notes:
1. Unit = Thousand tons per day
2. Calculated car trip generation rates:
   Daily rate = 308.77
   AM rate = 12.49; Enter = 57%, Exit = 43%
   PM rate = 14.28; Enter = 50%, Exit = 50%
3. Calculated truck trip generation rates:
   Daily rate = 1,360.03
   AM rate =81.21; Enter = 53%, Exit = 47%
   PM rate =60.68; Enter = 51%, Exit = 49%

Source: Fehr & Peers, 2011.

As shown in Table 8, under maximum permitted operating conditions, the Project could increase the total number of vehicles on the roadway network by approximately 7,376 vehicles per day, including approximately 413 vehicles during the AM peak hour and 332 vehicles during the PM peak hour.

The trip generation estimates presented in Table 8 conservatively assumes that the expanded facility would operate at maximum permitted levels every day. Because the actual average tonnage processed on the days the site driveway counts were collected was 1,121 TPD, which is approximately 50 percent of the 2,200 TPD maximum permitted capacity, a supplemental evaluation was performed to estimate trip generation during conditions which are more reflective of typical operations. This supplemental evaluation assumed that the expanded site would operate at similar levels relative to the maximum permitted capacity. Although 50 percent of the proposed maximum permitted capacity of the expanded site is approximately 2,770 TPD, the evaluation assumed that it would operate at 55 percent (3,050 TPD) of the maximum permitted level.

Table 9 presents the trip generation of the existing site as well as the proposed expansion of the site under typical operating conditions, as well as the net new Project trips.

TABLE 9
PROJECT TRIP GENERATION UNDER TYPICAL OPERATING CONDITIONS

Vehicle Type	Units[1]	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Existing Operations								
Car[2]	1.12	346	8	6	14	8	8	16
Truck[3]	1.12	1,524	48	43	91	35	33	68
Total		1,870	56	49	105	43	41	84
Expanded Site Under Typical Operating Conditions								
Car[2]	3.05	942	22	16	38	22	22	44
Truck[3]	3.05	4,148	131	116	247	94	91	185
Total		5,090	153	132	285	116	113	229
Net New Project Trips								
Car		596	14	10	24	14	14	28
Truck		2,624	83	73	156	59	58	117
Total		***3,220***	***97***	***83***	***180***	***73***	***72***	***145***

Notes:
4. Unit = Thousand tons per day
5. Calculated car trip generation rates:
   Daily rate = 308.77
   AM rate = 12.49; Enter = 57%, Exit = 43%
   PM rate = 14.28; Enter = 50%, Exit = 50%
6. Calculated truck trip generation rates:
   Daily rate = 1,360.03
   AM rate =81.21; Enter = 53%, Exit = 47%
   PM rate =60.68; Enter = 51%, Exit = 49%

Source: Fehr & Peers, May 2011.

As shown in Table 9, under potential typical operating conditions, the Project is expected to increase the total number of vehicles on the roadway network by approximately 3,220 vehicles per day, including approximately 180 vehicles during the AM peak hour and 145 vehicles during the PM peak hour.

Large trucks, such as those that currently serve the site, operate differently on the roadway system than passenger vehicles. They take longer to accelerate and decelerate, and physically consume a larger space. Due to the large percentage of truck traffic generated by the site, truck-trips were converted into passenger car equivalents (PCEs) to account for their impact on roadway operations. PCE rates are based on the size and carrying capacity of the vehicle. According to the Transportation Research Board's *Special Report 223,* heavy vehicles range from 1.5 to 3.7 PCEs. An average PCE rate of 2.7 for trucks was applied for trucks including garbage/recycling collection trucks, large self-haul vehicles, and transfer trailer trucks. This rate has been used in previous studies prepared by Fehr & Peers for similar facilities.

The PCE rate was multiplied by the total number of anticipated net new truck trips as a result of the Project, as summarized in **Table 10**, to determine the passenger-car-equivalent trip generation. The total Project PCE trips are presented for both project scenarios.

TABLE 10
NET NEW PROJECT TRIP GENERATION USING PCE'S

Vehicle Type	PCE Rate[1]	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Net New Project Trips Under Maximum Permitted Operating Conditions								
Cars	1.0	1,360	31	24	55	32	32	64
Trucks	2.7	16,230	513	454	967	367	356	724
Total Project PCE Trips		**17,590**	**544**	**478**	**1,022**	**399**	**388**	**788**
Net New Project Trips Under Typical Operating Conditions								
Cars	1.0	590	14	10	24	14	14	28
Trucks	2.7	7,090	224	197	421	159	157	316
Total Project PCE Trips		**7,680**	**238**	**207**	**445**	**173**	**171**	**344**

1. PCE = Passenger Car Equivalent

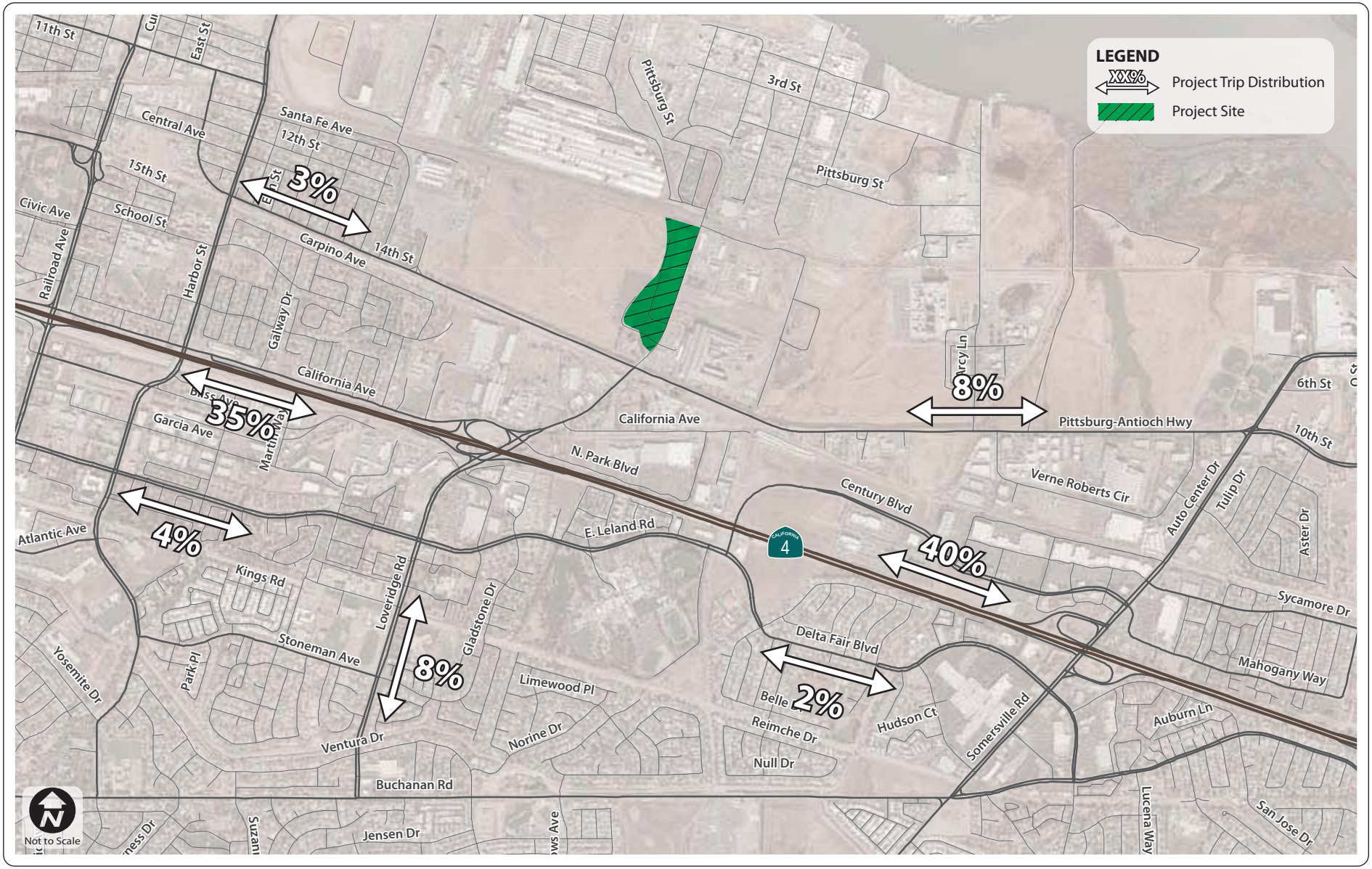
Source: Fehr & Peers, May 2011.

As shown in Table 10, under maximum permitted operating conditions, the Project is estimated to generate 17,590 new daily PCE trips, with approximately 1,022 trips occurring during the AM peak hour and 788 trips occurring during the PM peak hour. Under typical operating conditions, the Project is estimated to generate 7,680 new daily PCE trips, with approximately 445 trips occurring during the AM peak hour and 344 trips occurring during the PM peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution is defined as the directions of approach and departure that vehicles would use to arrive at and depart from the site. Fehr & Peers developed an estimated distribution of project trips based on existing travel patterns, general service area of the facility, and relative locations of other similar uses in the region. The resulting trip distribution is presented on **Figure 6**. New trips generated by the Project were assigned to the roadway system based on these general directions of approach and departure.

The project trips generated under both maximum permitted and typical operating conditions, as shown in Table 10, were assigned to the roadway network according to the trip distribution shown on Figure 6. The resulting trip assignment by intersection is presented on **Figure 7** and **Figure 8** for maximum permitted and typical operating conditions, respectively.



Mt. Diablo Resource Recovery Park

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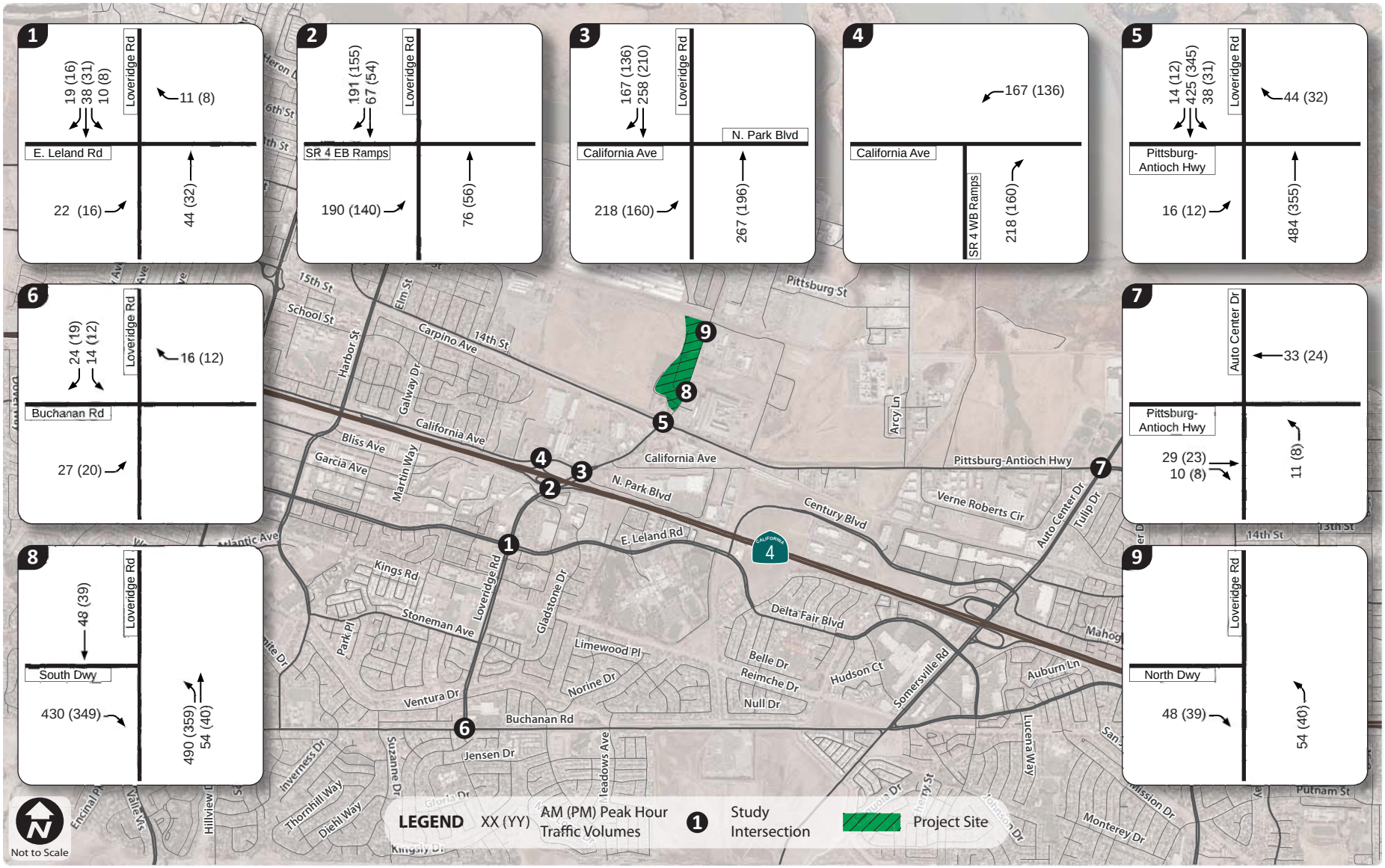
WC11-2801_6_TripDistro

Trip Distribution

Figure 6



Mt. Diablo Resource Recovery Park

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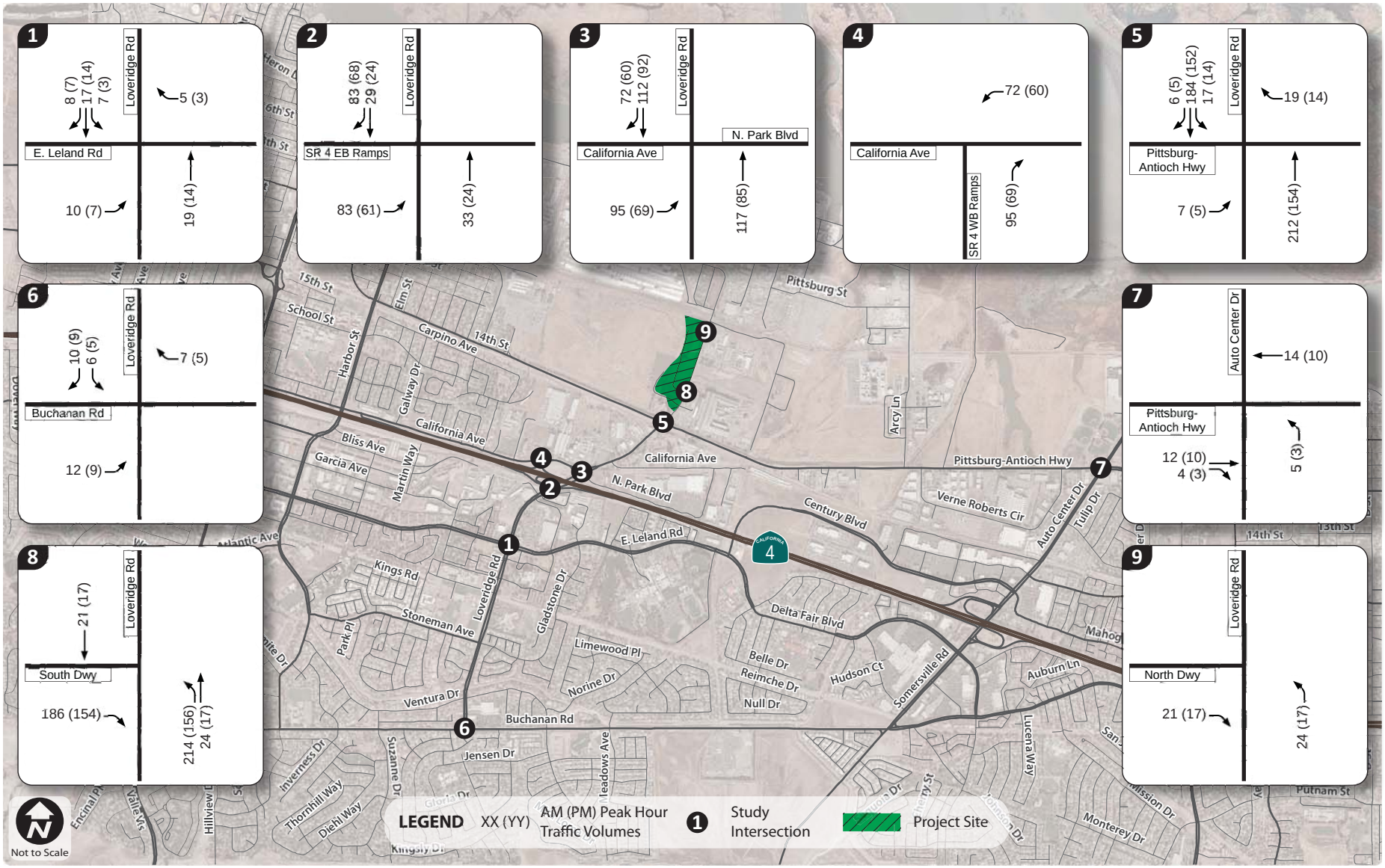
WC11-2801_7_TripAssign

Trip Assignment (Maximum Permitted Operating Conditions)

Figure 7



Mt. Diablo Resource Recovery Park

FEHR PEERS

WC11-2801_8_TripAssignTyp

Trip Assignment (Typical Operating Conditions)

Figure 8

CHAPTER 4. EXISTING PLUS PROJECT CONDITIONS

This chapter evaluates potential off-site traffic impacts under Existing Plus Project conditions.

EXISTING PLUS PROJECT TRAFFIC VOLUMES

The peak hour project volumes were added to the existing traffic volumes to determine Existing Plus Project traffic volumes. The peak hour traffic volumes under Maximum and Typical operating conditions are shown on **Figure 9** and **Figure 10**, respectively.

EXISTING AND EXISTING PLUS PROJECT INTERSECTION OPERATIONS

The Existing and Existing Plus Project intersection analysis results are provided in **Table 11**.

As shown, under Existing Conditions, all study intersections and project driveways operate at acceptable levels except for the Pittsburg-Antioch Highway / Loveridge Road intersection, which operates at LOS E during the PM peak hour based on the CCTA methodology. Impacts for the signalized intersections are identified based on the CCTA LOS method.

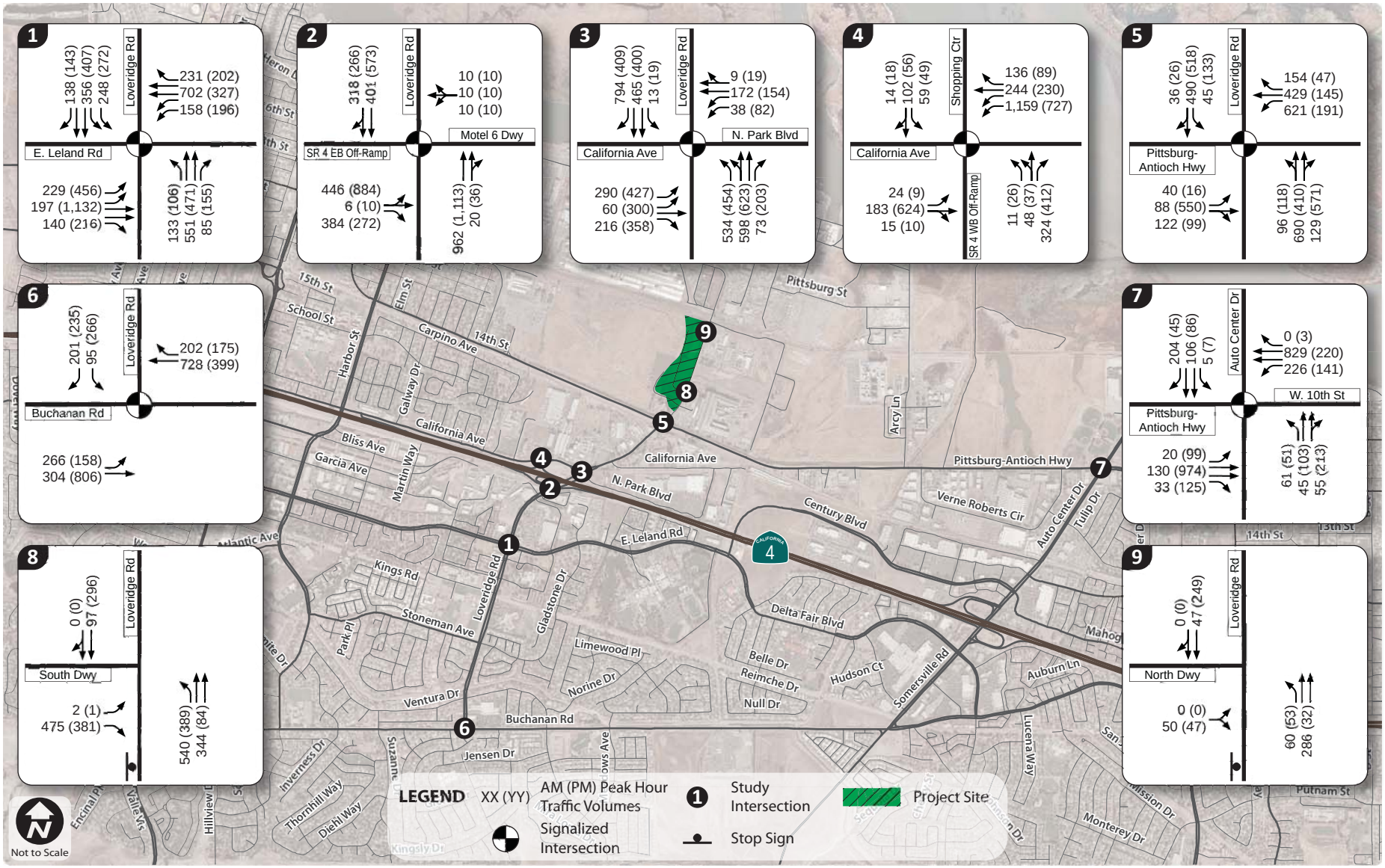
With the addition of project traffic under maximum permitted operating conditions, the SR 4 Eastbound Ramps / Loveridge Road intersection would degrade to a LOS high-D (V/C of 0.85 to 0.90) during the PM peak hour, thus resulting in a significant impact. Additionally, the Pittsburg-Antioch Highway / Loveridge Road intersection would degrade from acceptable levels to LOS F during the AM peak hour, and will experience an increase in V/C of more than 0.01 during the PM peak hour, thus resulting in a significant impact.

Based on the HCM methodology, both the SR 4 Eastbound Ramps / Loveridge Road and Pittsburg-Antioch Highway / Loveridge Road intersections would operate at LOS F during at least one of the peak hours with the addition of project traffic under maximum permitted operating conditions. The driveways would continue to operate at acceptable service levels.

With the addition of project traffic under typical operating conditions, the Pittsburg-Antioch Highway / Loveridge Road intersection would degrade to a LOS high-D during the AM peak hour, and will experience an increase in V/C of more than 0.01 during the PM peak hour, thus resulting in a significant impact.

Based on the HCM methodology, both SR 4 Eastbound Ramps / Loveridge Road and Pittsburg-Antioch Highway / Loveridge Road intersections would operate at LOS E or F during at least one of the peak hours with the addition of project traffic under typical operating conditions. The driveways would continue to operate at acceptable service levels.

Detailed intersection LOS calculation worksheets for both CCTA and HCM methodologies are provided in Appendix B.



Mt. Diablo Resource Recovery Park

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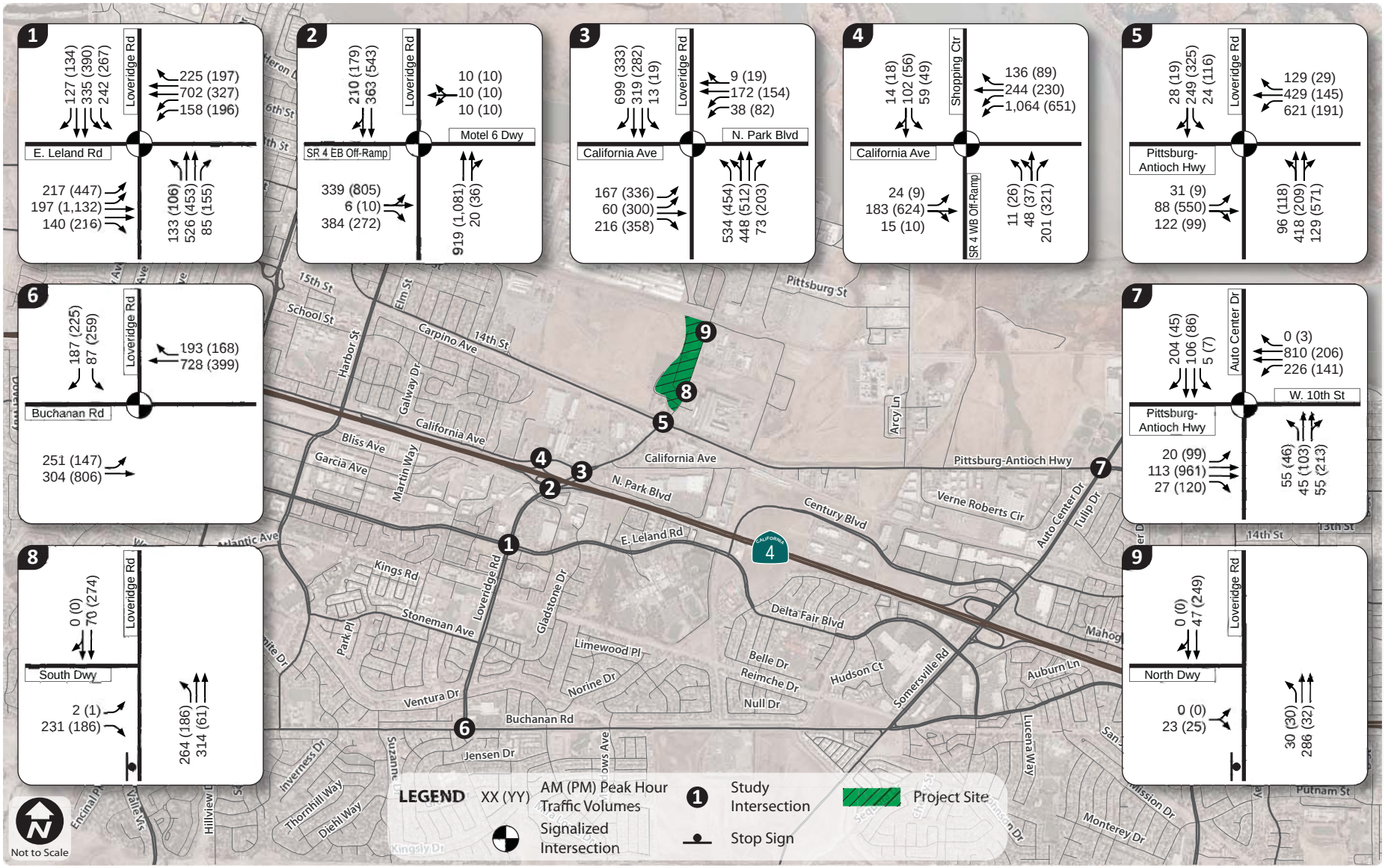
WC11-2801_9_EppMaxVol

Existing Plus Project (Maximum Permitted Operating Conditions) Peak Hour Traffic Volumes, Lane Configurations and Traffic Control

Figure 9



Mt. Diablo Resource Recovery Park

FEHR PEERS

WC11-2801_10_EppTypVol

Existing Plus Project (Typical Operating Conditions)
Peak Hour Traffic Volumes, Lane Configurations and Traffic Control

Figure 10

TABLE 11
EXISTING AND EXISTING PLUS PROJECT PEAK HOUR INTERSECTION LEVEL OF SERVICE

Intersection	Control[1]	Peak Hour	Existing Conditions				Existing Plus Project (Maximum Permitted Operating Conditions)				Existing Plus Project (Typical Operating Conditions)			
			Delay[2]	LOS[3]	V/C[4]	LOS[3]	Delay[2]	LOS[3]	V/C[4]	LOS[3]	Delay[2]	LOS	V/C[4]	LOS[3]
1. East Leland Road / Loveridge Road	Signal	AM	41	D	0.515	A	42	D	0.539	A	41	D	0.525	A
		PM	43	D	0.629	A	44	D	0.642	B	44	D	0.635	B
2. SR 4 Eastbound Ramps / Loveridge Road	Signal	AM	23	C	0.504	A	44	D	0.562	A	27	C	0.514	A
		PM	57	E	0.768	C	86	F	***0.865***	***D***	69	E	0.810	D
3. California Avenue / Northpark Boulevard / Loveridge Road	Signal	AM	21	C	0.639	A	34	C	0.788	C	26	C	0.697	B
		PM	31	C	0.506	A	38	D	0.595	A	34	C	0.539	A
4. SR 4 Westbound Ramps / California Avenue	Signal	AM	30	C	0.550	A	27	C	0.606	B	29	C	0.574	A
		PM	29	C	0.649	A	29	C	0.694	B	29	C	0.669	B
5. Pittsburg-Antioch Highway / Loveridge Road	Signal	AM	100	F	0.687	B	> 200	F	***1.100***	***F***	> 200	F	***0.866***	***D***
		PM	101	F	**0.968**	**E**	> 200	F	***1.185***	***F***	189	F	***1.064***	***F***
6. Buchanan Road / Loveridge Road	Signal	AM	48	D	0.609	B	54	D	0.633	B	50	D	0.620	B
		PM	28	C	0.616	B	30	C	0.623	B	29	C	0.619	B
7. W 10th Street / Auto Center Drive	Signal	AM	20	B	0.395	B	21	C	0.412	A	21	C	0.402	A
		PM	19	B	0.507	A	20	C	0.514	A	19	B	0.510	A
8. Loveridge Road / Project South Driveway	SSSC	AM	2 (9)	A (A)	-	-	8 (13)	A (B)	-	-	5 (10)	A (A)	-	-
		PM	2 (9)	A (A)			8 (13)	A (B)			5 (10)	A (A)		
9. Loveridge Road / Project North Driveway	SSSC	AM	0 (9)	A (A)	-	-	2 (9)	A (A)	-	-	1 (9)	A (A)	-	-
		PM	1 (9)	A (A)			2 (9)	A (A)			1 (9)	A (A)		

Note: Results in **bold** represent unacceptable levels of service, ***bold italics*** represent significant impact.

1. Signal = Signalized intersection; SSSC = Side Street Stop Controlled intersection
2. Delay presented as seconds per vehicle; for side-street stop-controlled intersections, delay presented as Intersection average (worst approach).
3. LOS = Level of Service
4. CCTA volume to capacity (v/c) ratios. Signalized intersection level of service based on *Technical Procedures* (Contra Costa Transportation Authority, 2006)

Source: Fehr & Peers, 2011.

IMPACTS AND MITIGATION MEASURES

Impact 1 – SR 4 Eastbound Ramps / Loveridge Road – Operations at this intersection is projected degrade from LOS C to LOS high-D with the addition of project traffic during the PM peak hour under maximum permitted operating conditions. This results in a ***significant impact.***

Mitigation Measure 1 – The SR 4 widening project would result in improvements at the SR 4 Eastbound Ramps / Loveridge Road intersection that would increase capacity. These improvements include:

- Convert the existing configuration from being a "T" intersection to a 4-leg intersection.
- Modify eastbound approach from its current configuration which provides one shared left-turn/through lane and one right-turn lane to provide two left-turn lanes and one right-turn lane.
- Modify southbound approach from its current configuration which provides one through lane and one shared through/right-turn lane to provide two left-turn lanes and two through lanes.
- Modify northbound approach from its current configuration which provides one through lane and one shared through/right-turn lane to provide two through lanes and one right-turn lane.

The proposed Project shall contribute their fair share to implement these improvements through the payment of local and regional traffic impact fees. As shown on **Table 12**, after implementation of this measure, the intersection would improve to LOS B during the PM peak hour. Therefore, this mitigation measure reduces the impact to ***less than significant***.

Impact 2 – Pittsburg-Antioch Highway / Loveridge Road – Operations at this intersection is projected degrade from LOS B to LOS F with the addition of project traffic during the AM peak hour under maximum permitted operating conditions. Additionally, during the PM peak hour, it is projected to experience an increase in V/C of more than 0.01 when already operating at unacceptable levels without the Project. This results in a ***significant impact.***

Mitigation Measure 2 – Implement the following measures at the Pittsburg-Antioch Highway / Loveridge Road intersection:

- Install a dedicated eastbound right-turn lane on Pittsburg-Antioch Highway.
- Install a second westbound left-turn lane on Pittsburg-Antioch Highway.
- Upgrade existing traffic signal equipment to accommodate the changed intersection lane configurations.

The proposed Project shall contribute their fair share to implement these improvements through the payment of local and regional traffic impact fees. The widening of Pittsburg-Antioch Highway from a two-lane roadway to a four-lane roadway is identified in the City of Pittsburg's Capital Improvement Program (CIP). Additionally, the reconfiguration of the eastbound approach as documented above is consistent with an improvement project included in the CIP. As shown on Table 12, after implementation of this measure, the intersection would improve to LOS C during

the AM peak hour, and result in a lower V/C than without project conditions during the PM peak hour. Therefore, this mitigation measure reduces the impact to ***less than significant***.

It is important to note that the widening of SR 4, upon completion, is expected to result in a reduction in cut-through traffic at this intersection as commuters will use the freeway, resulting in better operations than presented in Table 12.

Impact 3 – Pittsburg-Antioch Highway / Loveridge Road – Operations at this intersection is projected degrade from LOS B to LOS high-D with the addition of project traffic during the AM peak hour under typical operating conditions. Additionally, during the PM peak hour, it is projected to experience an increase in V/C of more than 0.01 when already operating at unacceptable levels without the Project. This results in a ***significant impact.***

Mitigation Measure 3 – Implement Mitigation Measure 2.

As shown on Table 12, after implementation of this measure, the intersection would improve to LOS A during the AM peak hour and LOS low-D (V/C less than 0.85) during the PM peak hour. Therefore, this mitigation measure reduces the impact to ***less than significant***.

TABLE 12
EXISTING PLUS PROJECT MITIGATED PEAK HOUR INTERSECTION LEVEL OF SERVICE

Intersection	Control[1]	Peak Hour	Without Project				Plus Project				Plus Project Mitigated			
			Delay[2]	LOS[3]	V/C[4]	LOS[3]	Delay[2]	LOS[3]	V/C[4]	LOS[3]	Delay[2]	LOS	V/C[4]	LOS[3]
Maximum Permitted Operating Conditions														
2. SR 4 Eastbound Ramps / Loveridge Road	Signal	PM	57	E	0.768	C	86	F	***0.865***	***D***	48	D	0.603	B
5. Pittsburg-Antioch Highway / Loveridge Road	Signal	AM	100	F	0.687	B	> 200	F	***1.100***	***F***	145.4	F	0.721	C
		PM	101	F	**0.968**	**E**	> 200	F	***1.185***	***F***	144.3	F	**0.908**	**E**
Typical Operating Conditions														
5. Pittsburg-Antioch Highway / Loveridge Road	Signal	AM	100	F	0.687	B	> 200	F	***0.866***	***D***	70.5	E	0.558	A
		PM	101	F	**0.968**	**E**	189	F	***1.064***	***F***	88.8	F	0.847	D

Note: Results in **bold** represent unacceptable levels of service, ***bold italics*** represent significant impact.

1. Signal = Signalized intersection.
2. Delay presented as seconds per vehicle.
3. LOS = Level of Service
4. CCTA volume to capacity (v/c) ratios. Signalized intersection level of service based on *Technical Procedures* (Contra Costa Transportation Authority, 2006)

Source: Fehr & Peers, 2011.

CHAPTER 5. CUMULATIVE (YEAR 2030) TRAFFIC CONDITIONS

This chapter discusses Cumulative (2030) traffic conditions both without and with the project. The future traffic conditions analysis takes into consideration forecasted land use development within the area surrounding the project site, regional growth from outside the study area, and regional roadway improvements.

PLANNED ROADWAY IMPROVEMENTS

The SR-4 corridor widening project, which will widen the highway from four to eight lanes between the Railroad Avenue and Hillcrest Road interchanges, is currently under construction. This project will affect the study intersections as follows:

- **SR 4 Eastbound Ramps / Loveridge Road (Intersection #2)** – The intersection is modified from being a "T" intersection to a 4-leg intersection. The eastbound approach (SR 4 Eastbound Off-Ramp) is widened to accommodate an additional left-turn lane, providing two left-turn lanes and one right-turn lane. Previously, two SR 4 Eastbound On-Ramps provided access from northbound and southbound Loveridge Road. Those are now consolidated into one on-ramp, which is aligned with the off-ramp. Additionally, the new on-ramp is widened to three lanes, with two lanes for mixed flow traffic and one lane for high occupancy vehicle (HOV) traffic. The southbound approach is widened from two lanes to four lanes, providing two left-turn lanes and two through lanes. The northbound approach is widened to accommodate a new right-turn pocket, providing two through lanes and one right-turn lane.

- **California Avenue / North Park Boulevard / Loveridge Road (Intersection #3)** – The westbound approach is modified to convert the shared through/right-turn lane into a dedicated right-turn lane, providing two left-turn lanes, one through lane, and one right-turn lane. The northbound approach is modified from its current configuration which provides one left-turn lane, one shared left-turn/through lane, one through lane, and one right-turn lane to provide two left-turn lanes, one through lane, and one shared through/right-turn lane. Additionally, the pork-chop islands which currently allow free right-turns at the eastbound and southbound approaches are removed.

- **SR4 Westbound Ramps / California Avenue (Intersection #4)** – The westbound approach is widened to accommodate a new through lane, providing two left-turn lanes, two through lanes, and one right-turn lane. The eastbound approach is widened to accommodate a new through lane, providing one left-turn lane, one through lane, and one shared through/right-turn lane.

Additionally, per the City of Pittsburg's Capital Improvement Program (CIP) project list, **Pittsburg-Antioch Highway / Loveridge Road (Intersection #5)** will be modified to accommodate a new eastbound right-turn pocket, providing one left-turn lane, one through lane, and one right-turn lane. Additionally, the westbound right-turn pocket will be converted into a trap lane. East of Loveridge Road, Pittsburg-Antioch Highway will be widening from a two lane roadway to a four lane roadway.

Figure 11 illustrates the lane configurations and traffic controls under Cumulative conditions.

CUMULATIVE TRAFFIC PROJECTIONS

Cumulative (Year 2030) traffic volumes were derived from the Contra County Travel Demand Model (TDM). The model volumes and existing turning movement count data were used to estimate future intersection turn movements using the Furness method. The resulting traffic volumes are shown on Figure 11.

CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS

The project volumes were added to the Cumulative traffic volumes to develop the Cumulative Plus Project volumes. The resulting peak hour traffic volumes under Maximum and Typical operating conditions are shown on **Figure 12** and **Figure 13**, respectively.

CUMULATIVE INTERSECTION OPERATIONS

The Cumulative and Cumulative Plus Project intersection analysis results are provided in **Table 13**.

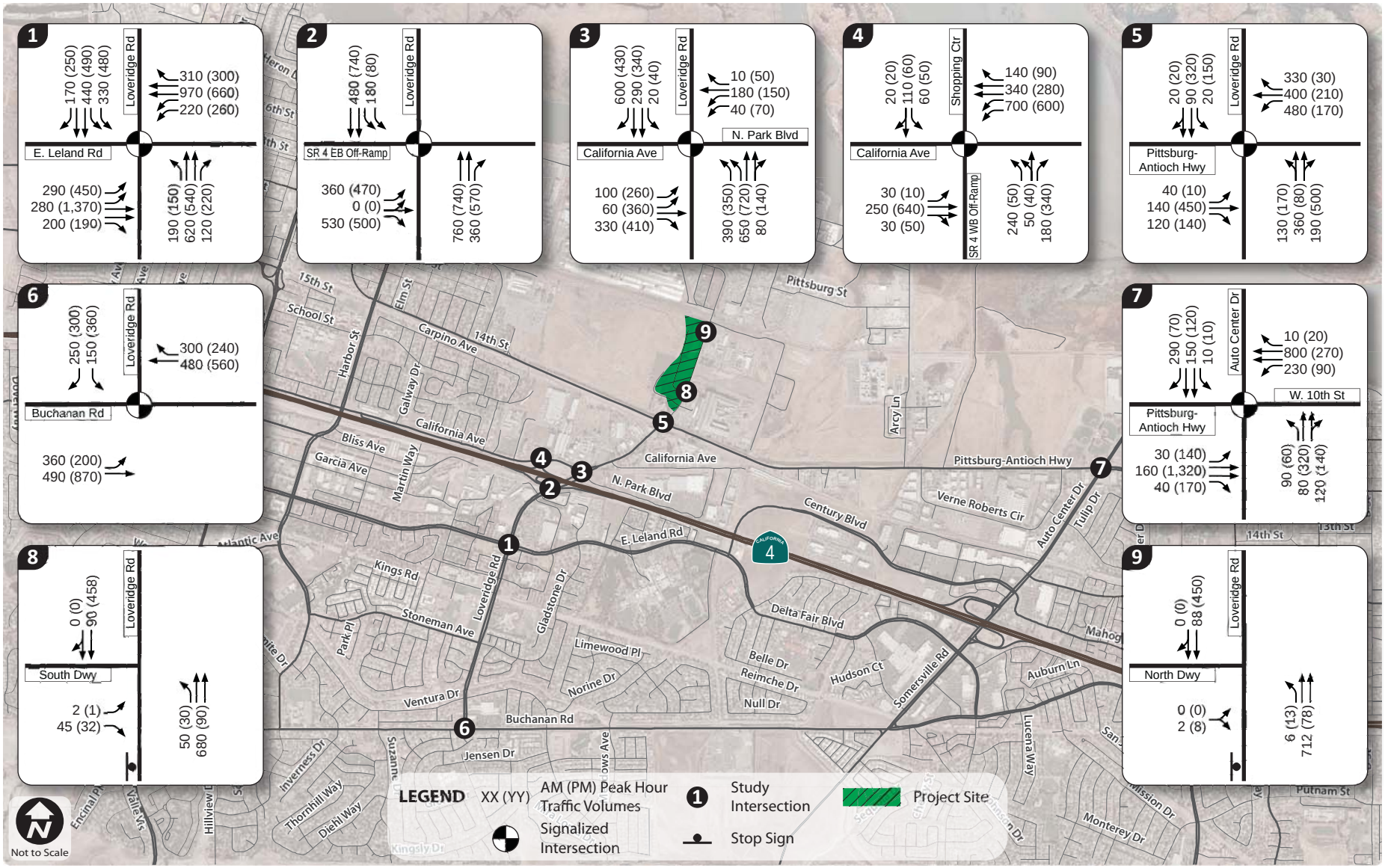
As shown, under Cumulative Conditions, all study intersections and project driveways are projected to operate at acceptable levels.

With the addition of project traffic under maximum permitted operating conditions, the Pittsburg-Antioch Highway / Loveridge Road intersection would degrade to LOS high-D during the AM peak hour and LOS E during the PM peak hour, thus resulting in a significant impact.

With the addition of project traffic under typical operating conditions, all study intersections and project driveways are projected to operate at acceptable levels.

Based on the HCM methodology, the Pittsburg-Antioch Highway / Loveridge Road intersection would operate at LOS F during both AM and PM peak hours with the addition of project traffic under maximum permitted and typical operating conditions. The driveways would continue to operate at acceptable service levels.

Detailed intersection LOS calculation worksheets are provided in **Appendix C**.

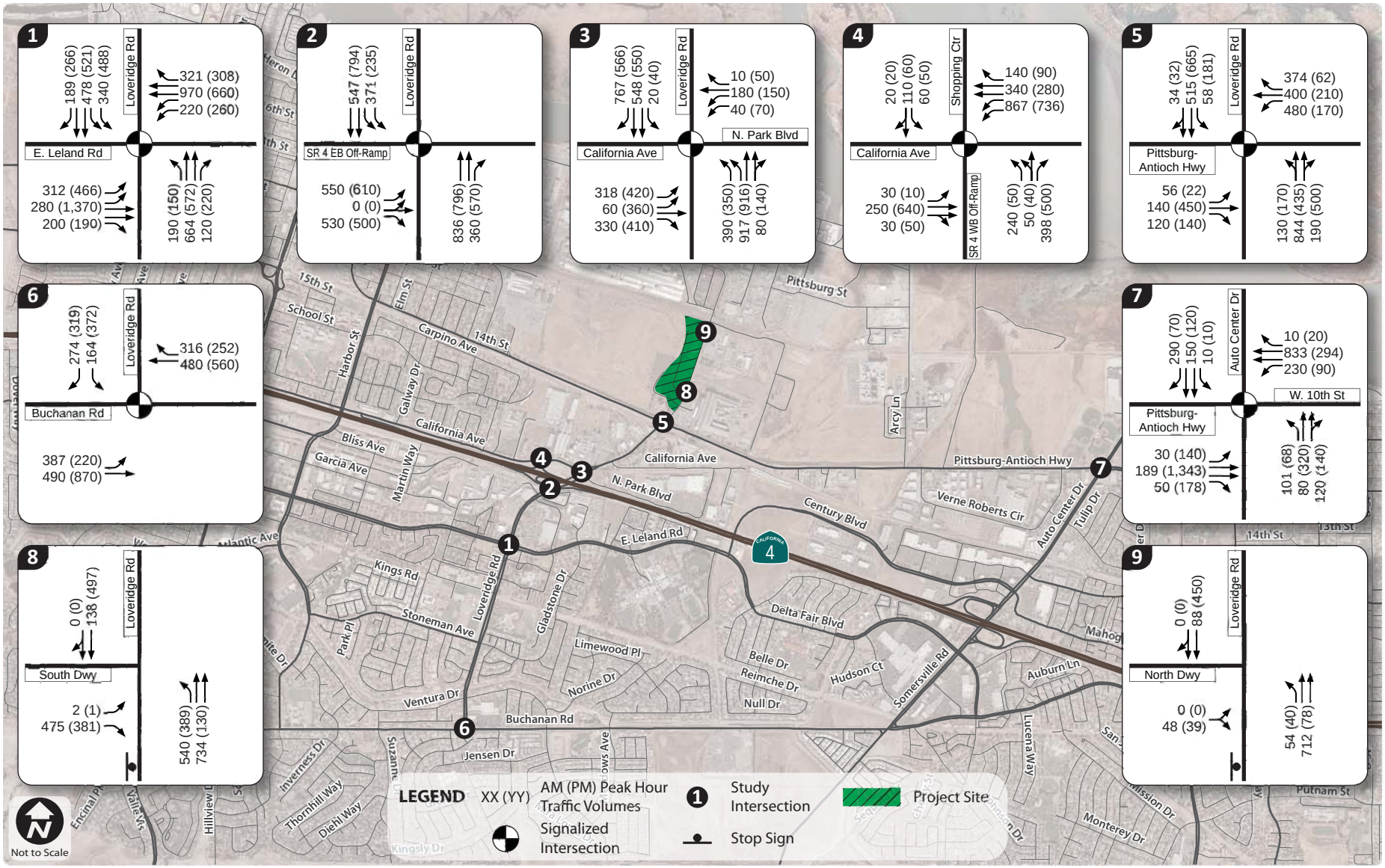


Mt. Diablo Resource Recovery Park

FEHR PEERS

WC11-2801_11_CumVol

Cumulative Conditions
Peak Hour Traffic Volumes, Lane Configurations and Traffic Control
Figure 11



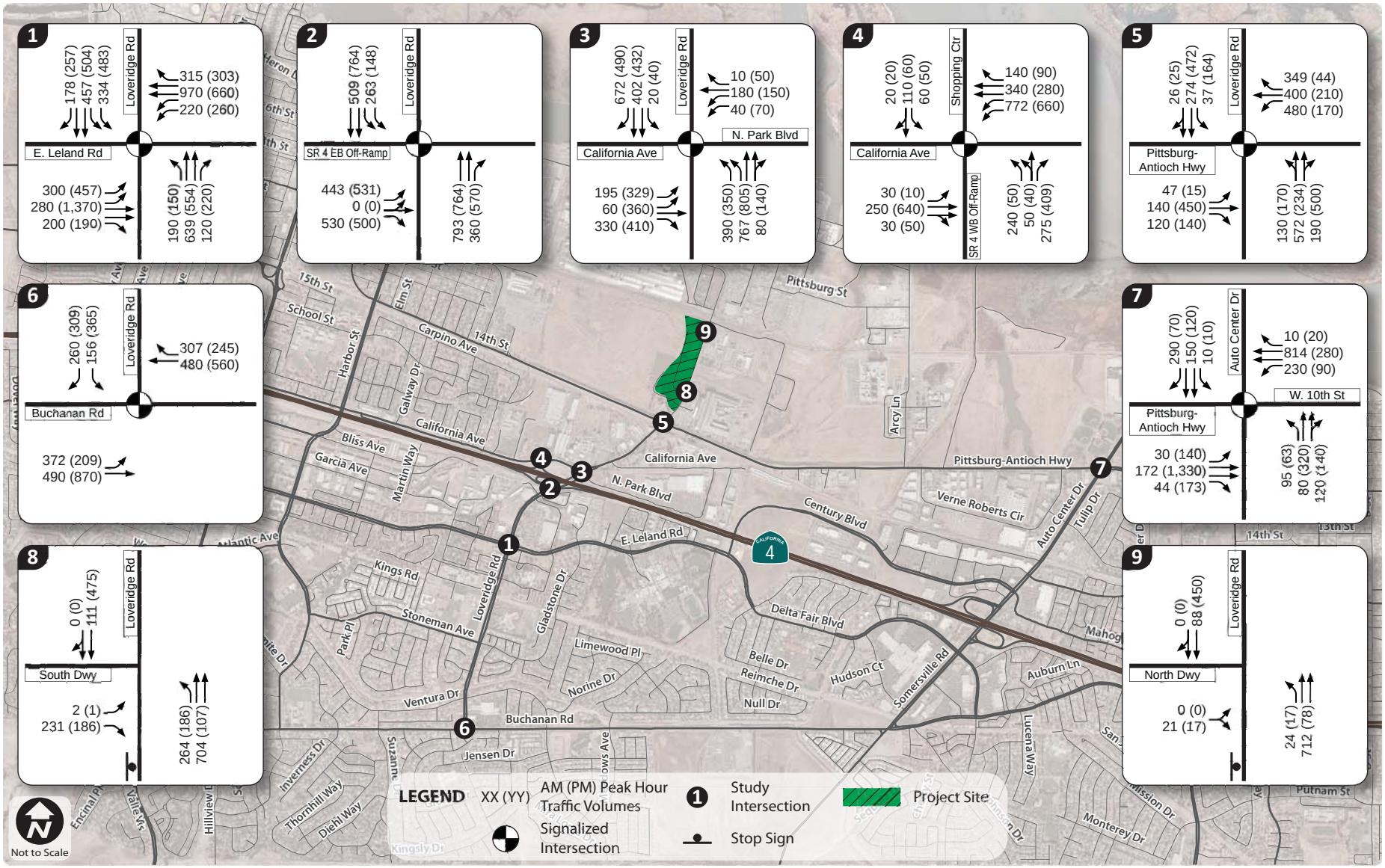
Mt. Diablo Resource Recovery Park

FEHR PEERS

WC11-2801_12_CumMaxVol

Cumulative Plus Project (Maximum Permitted Operating Conditions) Peak Hour Traffic Volumes, Lane Configurations and Traffic Control

Figure 12



Mt. Diablo Resource Recovery Park

FEHR PEERS

WC11-2801_13_CumTypVol

Cumulative Plus Project (Typical Operating Conditions)
Peak Hour Traffic Volumes, Lane Configurations and Traffic Control

Figure 13

TABLE 13
CUMULATIVE (2030) AND CUMULATIVE (2030) PLUS PROJECT PEAK HOUR INTERSECTION LEVEL OF SERVICE

Intersection	Control	Peak Hour	Cumulative Conditions				Cumulative Plus Project (Maximum Permitted Operating Conditions)				Cumulative Plus Project (Typical Operating Conditions)			
			Delay[2]	LOS[3]	V/C[4]	LOS[3]	Delay[2]	LOS[3]	V/C[4]	LOS[3]	Delay[2]	LOS	V/C[4]	LOS[3]
1. East Leland Road / Loveridge Road	Signal	AM	48	D	0.689	B	49	D	0.713	C	48	D	0.699	B
		PM	53	D	0.825	D	54	D	0.838	D	53	D	0.831	D
2. SR 4 Eastbound Ramps / Loveridge Road	Signal	AM	27	C	0.587	A	37	D	0.670	B	31	C	0.623	B
		PM	25	C	0.648	B	31	C	0.697	B	28	C	0.669	B
3. California Avenue / North Park Boulevard / Loveridge Road	Signal	AM	37	D	0.603	B	59	E	0.704	C	34	C	0.646	B
		PM	32	C	0.532	A	33	C	0.586	A	31	C	0.552	A
4. SR 4 Westbound Ramps / California Avenue	Signal	AM	27	C	0.494	A	28	C	0.549	A	27	C	0.518	A
		PM	26	C	0.488	A	29	C	0.561	A	27	C	0.508	A
5. Pittsburg-Antioch Highway / Loveridge Road	Signal	AM	61	E	0.615	B	180	F	***0.895***	***D***	107	F	0.737	C
		PM	58	E	0.782	C	136	F	***0.922***	***E***	86	F	0.829	D
6. Buchanan Road / Loveridge Road	Signal	AM	38	D	0.576	A	45	D	0.599	A	41	D	0.586	A
		PM	34	C	0.715	C	35	D	0.722	C	35	C	0.718	C
7. W 10th Street / Auto Center Drive	Signal	AM	31	C	0.473	A	32	C	0.489	A	31	C	0.480	A
		PM	26	C	0.600	B	27	C	0.607	B	26	C	0.603	B
8. Loveridge Road / Project South Driveway	SSSC	AM	1 (9)	A (A)	-	-	6 (13)	A (B)	-	-	3 (10)	A (A)	-	-
		PM	1 (10)	A (A)			7 (15)	A (B)			4 (11)	A (B)		
9. Loveridge Road / Project North Driveway	SSSC	AM	0 (9)	A (A)	-	-	8 (9)	A (A)	-	-	8 (9)	A (A)	-	-
		PM	0 (10)	A (A)			8 (9)	A (A)			8 (8)	A (A)		

Note: Results in **bold** represent unacceptable levels of service, ***bold italics*** represent significant impact.

1. Signal = Signalized intersection; SSSC = Side Street Stop Controlled intersection
2. Delay presented as seconds per vehicle; for side-street stop-controlled intersections, delay presented as Intersection average (worst approach).
3. LOS = Level of Service
4. CCTA volume to capacity (v/c) ratios. Signalized intersection level of service based on *Technical Procedures* (Contra Costa Transportation Authority, 2006)

Source: Fehr & Peers, 2011.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

As previously mentioned, the Project will have the following significant impacts under Cumulative Conditions.

Impact 4 – Pittsburg-Antioch Highway / Loveridge Road – Operations at this intersection is projected degrade from LOS B to LOS high-D with the addition of project traffic during the AM peak hour under maximum permitted operating conditions. Additionally, during the PM peak hour, it is projected to degrade from LOS C to LOS E. This results in a ***significant impact.***

> ***Mitigation Measure 4 –*** Implement the following measures at the Pittsburg-Antioch Highway / Loveridge Road intersection
>
> - Install an additional left-turn lane on the westbound Pittsburg-Antioch Highway approach.
> - Install a dedicated left-turn lane on the northbound Loveridge approach.
> - Convert the existing shared left-turn/through lane on the northbound Loveridge approach to be a through-only lane.
> - Modify signal phasing in the north/south direction from split phase to having protected left-turns.
> - Upgrade existing traffic signal equipment to accommodate the recommended intersection lane configurations.

As shown on Table 14, after implementation of this measure, the intersection would improve to LOS B and C during the AM and PM peak-hours, respectively. However, widening along Loveridge Road to accommodate an additional northbound lane may be infeasible due to the railroad crossing and right-of-way constraints. Therefore, the Project's impact under maximum permitted operating conditions remains ***significant and unavoidable***. Under typical operating conditions, the Project would not have a significant impact on the operations at this intersection.

It should also be noted that the option to haul waste via the adjacent rail lines is being considered as a future option, although it is not proposed for implementation at this time. Should rail haul operations be implemented, it is expected that the rail capacity could accommodate approximately 2,700 TPD, which would reduce the net-increase in tonnage to be hauled via the vehicular transportation network to approximately 640 TPD. Under rail haul operations, the significant and unavoidable impact identified under maximum permitted conditions at the Pittsburg-Antioch Highway / Loveridge Road intersection would be reduced to a ***less-than-significant*** level.

TABLE 14
CUMULATIVE PLUS PROJECT MITIGATED PEAK HOUR INTERSECTION LEVEL OF SERVICE

Intersection	Control[1]	Peak Hour	Without Project				Plus Project				Plus Project Mitigated			
			Delay[2]	LOS[3]	V/C[4]	LOS[3]	Delay[2]	LOS[3]	V/C[4]	LOS[3]	Delay[2]	LOS	V/C[4]	LOS[3]
Maximum Permitted Operating Conditions														
5. Pittsburg-Antioch Highway / Loveridge Road	Signal	AM	61	E	0.615	B	180	F	***0.895***	***D***	55	D	0.625	B
		PM	58	E	0.782	C	136	F	***0.922***	***E***	63	E	0.742	C

Note: Results in **bold** represent unacceptable levels of service, ***bold italics*** represent significant impact.

1. Signal = Signalized intersection.
2. Delay presented as seconds per vehicle.
3. LOS = Level of Service
4. CCTA volume to capacity (v/c) ratios. Signalized intersection level of service based on *Technical Procedures* (Contra Costa Transportation Authority, 2006)

Source: Fehr & Peers, 2011.

CHAPTER 6. SITE ACCESS AND CIRCULATION

This chapter analyzes site access and internal circulation for vehicles, pedestrians, and bicycles; on-site parking is also evaluated as part of our site plan review. The analysis is based on the site plan shown on Figure 2. Our evaluation of the site plan, including recommendations, is discussed below and summarized on **Figure 14**.

VEHICULAR SITE ACCESS

Access to the site is currently provided by side-street stop-controlled four driveways on Loveridge Road. No changes are proposed to the driveway location, traffic control or access restrictions as part of the Project.

The northern driveway provides access to the transfer facility and is restricted to transfer trucks and employees. Access at the northerly driveway is controlled by a mechanical gate. Opposite this site driveway, on the east side of Loveridge Road, access to a truck storage and maintenance yard is provided. The inbound approach at this driveway provides approximately 30 feet of storage capacity. It is recommended that this driveway restrict access for the general public to minimize traffic and potential queue spillback onto Loveridge Road. The next driveway is current closed, and is proposed to remain closed. The next driveway is main public driveway to the facility, which provides two entry and two exit lanes. The southernmost driveway provides access to a neighboring parcel and would provide access to the Biomass Gasification area.

For all of the driveways, we recommend keeping the area in front of the stop bar free of visually obstructive landscaping to provide adequate sight distance. In addition, all driveways should be at least 150 feet from future driveways on adjacent parcels.

ON-SITE CIRCULATION

On-site circulation was reviewed with respect to the following: circulation routes, vehicle/ pedestrian conflicts, and parking. These elements are further discussed below.

Circulation Routes

The primary vehicular circulation route provides two lanes in each direction from the main entrance on Loveridge Road past the recycling facility area. At the public scale area, one lane is provided for weighing procedures, and another lane is provided for vehicular travel. Access to the main parking area is provided on the southern edge of the recycling facility area. No modifications are proposed to this area. Inbound vehicles and vehicles exiting the parking area are stop-controlled at the parking area entrance intersection. A striped pedestrian crosswalk is also provided.

Access to the Mixed C&D Processing Area is provided approximately 175 feet north of the parking area entrance. Northbound vehicles are currently stopped controlled. It is recommended that as part of the Project the informal dirt access road to this area be formalized to create an intersection connection.

Vehicle/Pedestrian Conflicts

Given the nature of the project, regular non-employee pedestrian activity is not expected to occur within the main vehicular circulation routes. However, employees may walk between areas of the site. Pedestrian paths clearly indentifying the pedestrian travel way should be identified through the site.

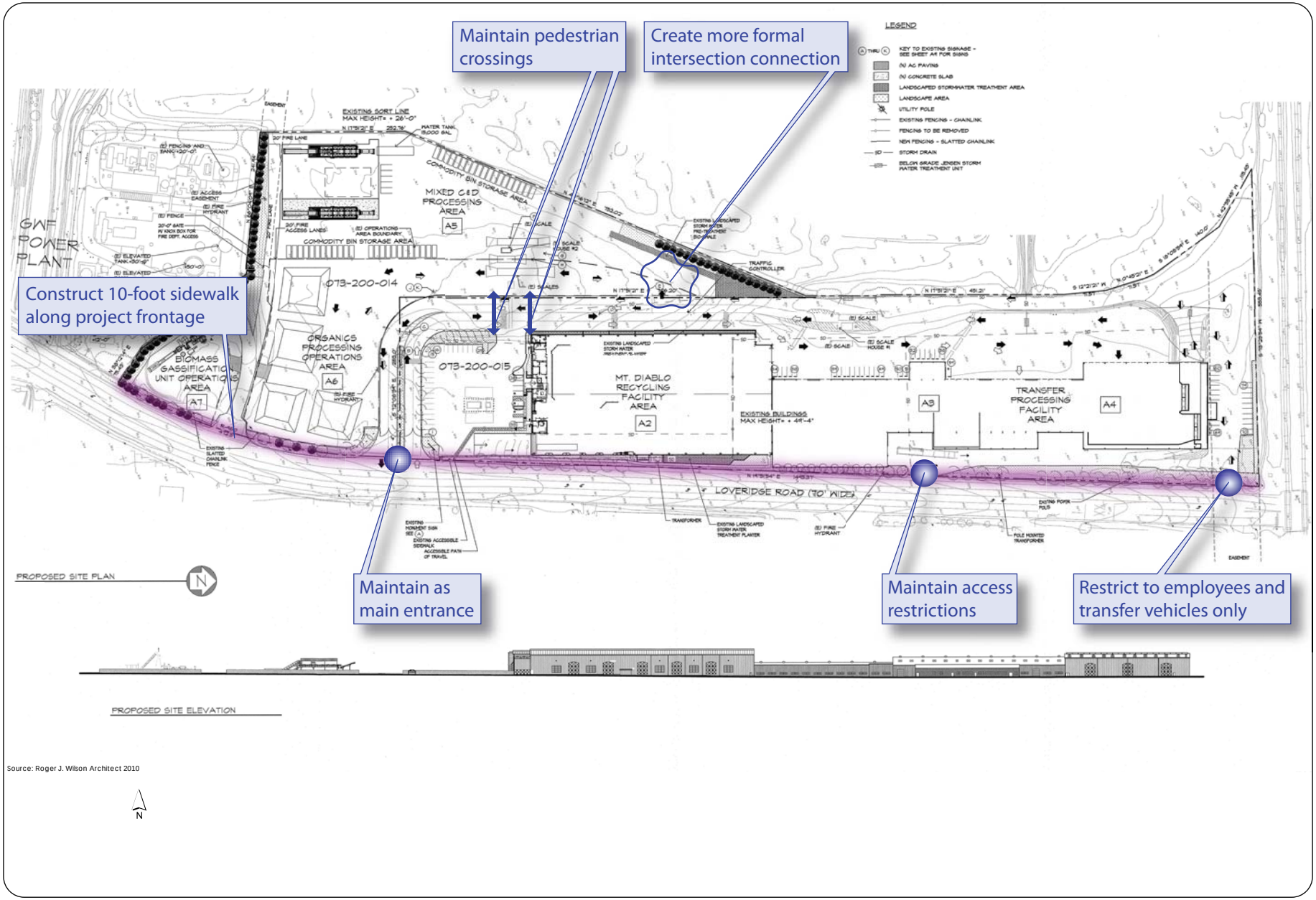
Parking

The current facility provides a total of 79 on-site parking spaces. As shown in the Project's site plan, the Project would not increase the on-site parking supply. A parking variance was approved by the City in 2008 to allow a reduction in required on-site parking spaces from 150 stalls to 79 stalls. The City's parking requirements are based on structure square footage; since the Project is not increasing the structure square footage, it is not required to provide additional parking stalls. The Project description indicates that the expected number of employees on site during the peak shift would almost double from 46 to 90.

It is expected that the parking supply would be able to accommodate typical parking demands when accounting for carpooling, alternative modes, absenteeism and other circumstances. However, during shift change times, there may not be sufficient parking supplies to accommodate the incoming shift if employees from the earlier shift have not departed. Parking supplies should be monitored and schedules within different facilities adjusted to manage the parking supply. Additionally, some parking should be designed for visitor use only.

PEDESTRIANS, BICYCLES, AND TRANSIT VEHICLES

The Project is not expected to affect the pedestrian, bicycle, and transit system, or interfere with existing or planned facilities. The lack of pedestrian facilities surrounding the Project site will continue to hinder pedestrian access, particularly for employees who may walk to/from work. On-street bike lanes will continue to be provided along the east side of Loveridge Road. Demand for on-site bicycle parking for employees should be monitored and, if warranted, should be provided. It is recommended that a 10-foot sidewalk be constructed along the Project frontage to connect to other planned pedestrian facilities in the area.



Mt. Diablo Resource Recovery Park

FEHR PEERS

WC11-2801_14_Recommendations

Conceptual Site Plan Recommendations

Figure 14

APPENDIX A:
TRAFFIC COUNT DATA

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Loveridge Rd -- E Leland Rd

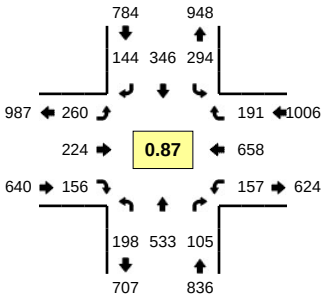
QC JOB #: 10663201

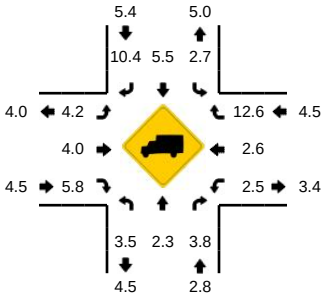
CITY/STATE: Pittsburg, CA

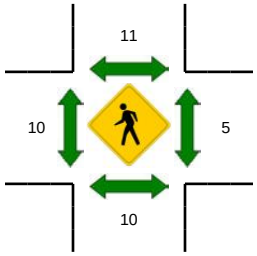
DATE: Thu, Sep 29 2011

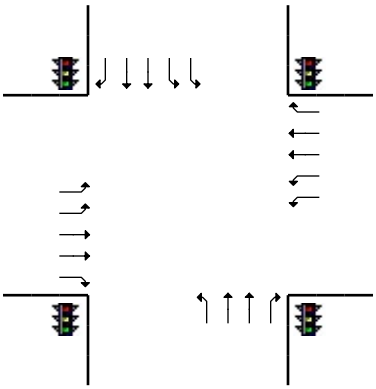
Peak-Hour: 7:10 AM -- 8:10 AM

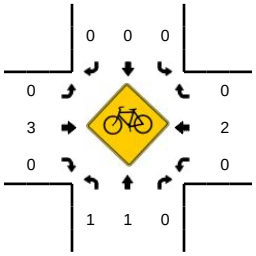
Peak 15-Min: 7:45 AM -- 8:00 AM

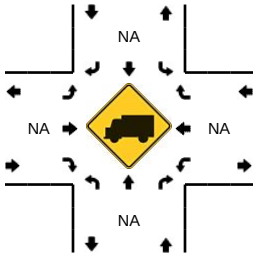


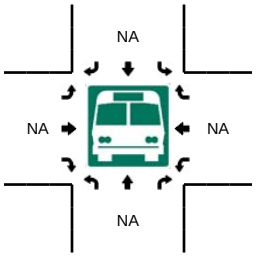












5-Min Count Period Beginning At	Loveridge Rd (Northbound)				Loveridge Rd (Southbound)				E Leland Rd (Eastbound)				E Leland Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	26	6	3	11	16	3	0	10	8	1	3	12	63	32	0	196	
7:05 AM	5	26	1	2	9	14	6	0	16	8	3	0	9	62	28	0	189	
7:10 AM	2	42	2	3	0	17	7	0	12	14	8	2	16	89	24	0	238	
7:15 AM	15	30	7	4	13	17	5	0	6	6	5	5	22	77	21	0	233	
7:20 AM	10	47	4	2	15	30	6	0	11	1	6	7	11	54	15	0	219	
7:25 AM	13	25	6	4	16	28	7	0	12	18	12	0	10	79	20	0	250	
7:30 AM	14	41	6	1	14	20	10	0	17	4	9	4	23	65	17	0	245	
7:35 AM	15	67	4	4	31	38	20	0	17	28	12	4	12	46	12	0	310	
7:40 AM	16	58	11	4	22	25	10	0	29	23	13	4	9	42	11	1	278	
7:45 AM	15	36	9	3	29	40	18	0	26	24	29	2	19	60	18	0	328	
7:50 AM	9	55	16	6	46	28	17	0	22	28	23	3	7	28	11	0	299	
7:55 AM	17	54	13	3	32	45	10	0	29	35	19	2	8	37	11	0	315	3100
8:00 AM	12	46	13	5	31	32	15	0	25	24	10	0	8	53	17	0	291	3195
8:05 AM	11	32	14	10	45	26	19	0	18	19	10	3	11	28	14	0	260	3266
8:10 AM	9	37	13	7	11	38	12	0	21	21	14	3	7	23	13	0	229	3257
8:15 AM	8	30	10	2	22	21	12	0	17	17	9	6	12	31	9	0	206	3230
8:20 AM	15	17	9	4	31	29	11	0	11	18	6	1	7	27	15	1	202	3213
8:25 AM	7	40	11	3	26	24	7	0	13	26	8	0	9	13	17	0	204	3167
8:30 AM	5	26	6	3	28	24	13	0	16	19	11	0	10	39	16	0	216	3138
8:35 AM	5	27	4	3	23	30	9	0	12	13	12	4	7	20	18	0	187	3015
8:40 AM	8	19	13	3	29	24	9	0	10	10	8	2	6	34	19	0	194	2931
8:45 AM	11	34	9	7	32	19	12	0	22	28	6	4	12	12	9	0	217	2820
8:50 AM	16	32	6	3	24	12	9	0	24	32	4	3	10	24	16	1	216	2737
8:55 AM	11	25	9	5	23	25	5	0	18	23	4	3	8	23	10	0	192	2614

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	164	580	152	48	428	452	180	0	308	348	284	28	136	500	160	0	3768
Heavy Trucks	0	16	8		16	28	16		8	12	16		4	20	28		172
Pedestrians		8				12				20				8			48
Bicycles	0	0	0		0	0	0		0	2	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/5/2011 1:49 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Loveridge Rd -- E Leland Rd

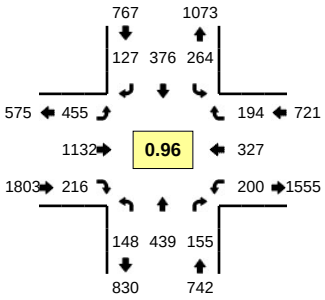
QC JOB #: 10663202

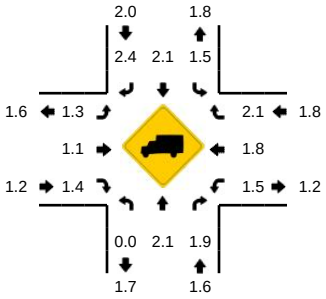
CITY/STATE: Pittsburg, CA

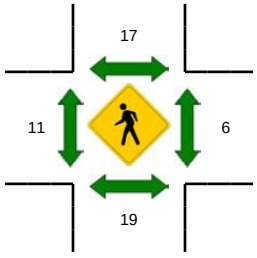
DATE: Thu, Sep 29 2011

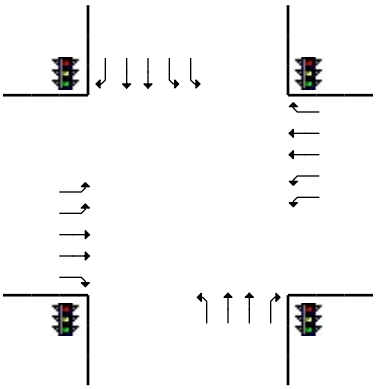
Peak-Hour: 4:45 PM -- 5:45 PM

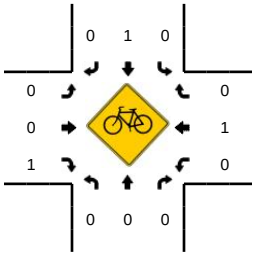
Peak 15-Min: 5:05 PM -- 5:20 PM

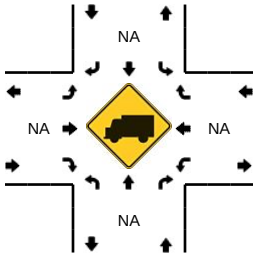


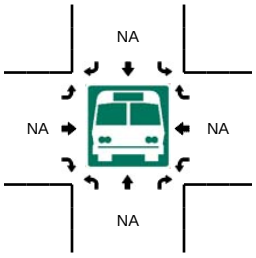












5-Min Count Period Beginning At	Loveridge Rd (Northbound)				Loveridge Rd (Southbound)				E Leland Rd (Eastbound)				E Leland Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	47	11	0	15	40	10	0	32	37	6	1	10	30	16	1	265	
4:05 PM	8	23	10	1	7	19	19	0	22	59	9	1	15	22	18	0	233	
4:10 PM	5	35	11	5	14	30	11	0	31	48	12	1	17	21	9	0	250	
4:15 PM	7	29	3	2	12	28	20	0	33	69	15	2	19	29	22	0	290	
4:20 PM	13	39	11	4	23	36	8	0	28	62	16	1	9	16	15	0	281	
4:25 PM	8	25	12	3	21	26	14	0	24	84	8	1	23	39	15	0	303	
4:30 PM	19	42	10	1	25	38	7	0	37	50	14	1	13	28	11	0	296	
4:35 PM	9	26	9	4	12	35	11	0	40	81	19	4	19	33	14	1	317	
4:40 PM	17	38	12	5	29	46	8	0	30	61	24	0	19	16	12	0	317	
4:45 PM	10	33	9	2	29	45	17	0	37	86	14	1	13	24	15	1	336	
4:50 PM	11	45	13	3	18	36	7	0	28	105	16	1	13	23	14	0	333	
4:55 PM	10	29	12	3	24	27	10	0	29	84	20	1	22	25	13	0	309	3530
5:00 PM	7	44	16	5	17	31	13	0	37	80	13	1	12	28	17	0	321	3586
5:05 PM	7	40	13	1	11	17	7	0	48	127	20	1	15	26	15	0	348	3701
5:10 PM	6	49	8	4	18	27	15	0	34	87	18	2	19	31	16	1	335	3786
5:15 PM	10	42	15	6	27	51	12	0	36	102	22	2	14	15	18	0	372	3868
5:20 PM	9	21	10	2	20	32	4	0	40	106	8	0	17	33	15	0	317	3904
5:25 PM	10	39	10	2	24	21	12	0	25	78	22	1	24	29	16	1	314	3915
5:30 PM	8	42	10	7	30	37	9	0	36	84	11	2	13	25	10	1	325	3944
5:35 PM	6	28	14	4	19	27	13	0	45	96	31	2	20	28	23	0	356	3983
5:40 PM	12	27	25	3	27	25	8	0	45	97	21	1	14	40	22	0	367	4033
5:45 PM	10	34	9	5	19	37	6	0	31	81	17	1	14	22	13	1	300	3997
5:50 PM	10	32	19	3	17	26	10	0	49	89	31	1	15	23	13	2	340	4004
5:55 PM	8	25	12	2	22	26	7	0	31	90	18	0	15	30	13	0	299	3994

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	92	524	144	44	224	380	136	0	472	1264	240	20	192	288	196	4	4220
Heavy Trucks	0	16	0		4	4	0		8	12	8		0	8	8		68
Pedestrians		8				32				4				0			44
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/5/2011 1:49 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Loveridge Rd -- SR 4 EB Ramps

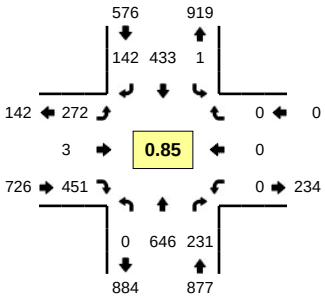
QC JOB #: 10663203

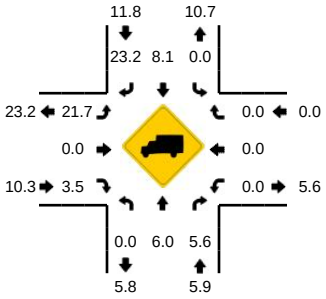
CITY/STATE: Pittsburg, CA

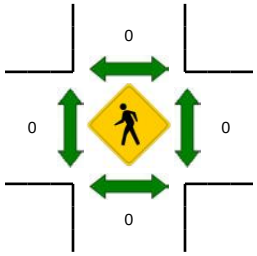
DATE: Thu, Sep 29 2011

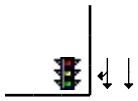
Peak-Hour: 7:25 AM -- 8:25 AM

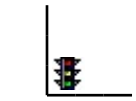
Peak 15-Min: 7:45 AM -- 8:00 AM

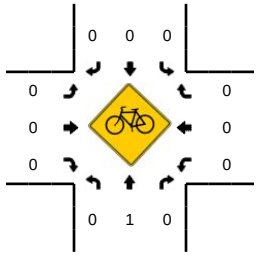


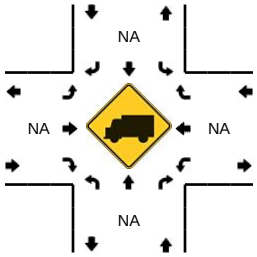


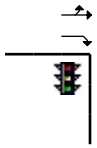


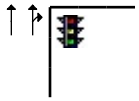


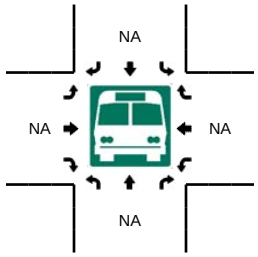












5-Min Count Period Beginning At	Loveridge Rd (Northbound)				Loveridge Rd (Southbound)				SR 4 EB Ramps (Eastbound)				SR 4 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	41	9	0	0	4	8	0	16	0	27	0	0	0	0	0	105	
7:05 AM	0	67	15	0	0	20	11	0	31	2	15	0	0	0	0	0	161	
7:10 AM	0	65	16	0	0	14	10	0	23	0	16	0	0	0	0	0	144	
7:15 AM	0	56	17	0	0	18	2	0	19	2	16	0	0	0	0	0	130	
7:20 AM	0	41	13	0	0	19	4	0	24	0	43	0	0	0	0	0	144	
7:25 AM	0	56	13	0	0	27	7	0	24	0	33	0	0	0	0	0	160	
7:30 AM	0	53	14	0	0	28	12	0	20	1	33	0	0	0	0	0	161	
7:35 AM	0	64	25	0	0	36	17	0	10	0	38	0	0	0	0	0	190	
7:40 AM	0	63	29	0	0	26	10	0	10	0	36	0	0	0	0	0	174	
7:45 AM	0	62	18	0	0	43	11	0	27	1	47	0	0	0	0	0	209	
7:50 AM	0	66	31	0	0	36	11	0	22	0	52	0	0	0	0	0	218	
7:55 AM	0	58	14	0	0	63	24	0	30	0	28	0	0	0	0	0	217	2013
8:00 AM	0	60	24	0	0	48	14	0	26	0	32	0	0	0	0	0	204	2112
8:05 AM	0	58	24	0	0	32	12	0	26	0	43	0	0	0	0	0	195	2146
8:10 AM	0	41	11	0	0	29	12	0	20	0	30	0	0	0	0	0	143	2145
8:15 AM	0	31	9	0	0	31	6	1	36	1	42	0	0	0	0	0	157	2172
8:20 AM	0	34	19	0	0	34	6	0	21	0	37	0	0	0	0	0	151	2179
8:25 AM	0	47	13	0	0	22	6	0	11	0	31	0	0	0	0	0	130	2149
8:30 AM	0	50	5	0	0	36	10	0	19	0	39	0	0	0	0	0	159	2147
8:35 AM	0	50	9	0	0	29	3	0	16	0	28	0	0	0	0	0	135	2092
8:40 AM	0	42	13	0	0	30	5	0	18	0	46	0	0	0	0	0	154	2072
8:45 AM	0	41	22	0	0	46	8	0	25	1	30	0	0	0	0	0	173	2036
8:50 AM	0	48	19	0	0	26	11	0	9	0	23	0	0	0	0	0	136	1954
8:55 AM	0	51	10	0	0	41	10	0	24	1	34	0	0	0	0	0	171	1908

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	744	252	0	0	568	184	0	316	4	508	0	0	0	0	0	2576
Heavy Trucks	0	40	16		0	32	24		56	0	28		0	0	0		196
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/5/2011 1:49 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Loveridge Rd -- SR 4 EB Ramps

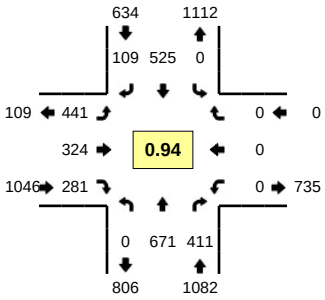
QC JOB #: 10663204

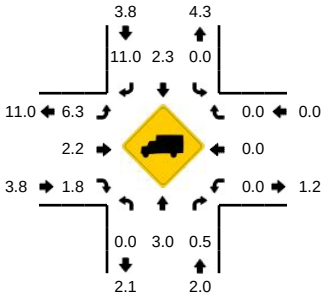
CITY/STATE: Pittsburg, CA

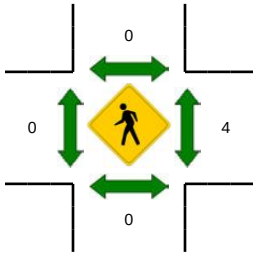
DATE: Thu, Sep 29 2011

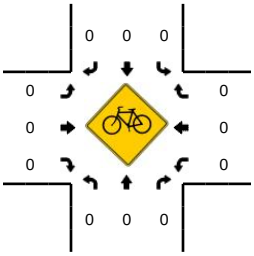
Peak-Hour: 4:40 PM -- 5:40 PM

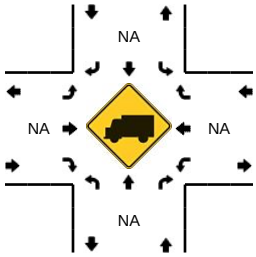
Peak 15-Min: 5:15 PM -- 5:30 PM

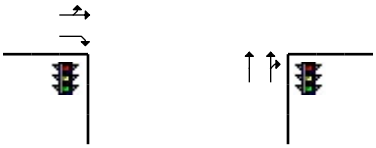


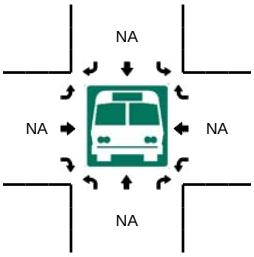












5-Min Count Period Beginning At	Loveridge Rd (Northbound)				Loveridge Rd (Southbound)				SR 4 EB Ramps (Eastbound)				SR 4 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	57	24	0	0	33	16	0	13	1	22	0	0	0	0	0	166	
4:05 PM	0	46	15	0	0	48	8	1	19	0	21	0	0	0	0	0	158	
4:10 PM	0	43	20	0	0	30	12	0	29	0	14	0	0	0	0	0	148	
4:15 PM	0	74	30	0	0	49	9	0	12	1	28	0	0	0	0	0	203	
4:20 PM	0	63	24	0	0	29	8	0	30	7	27	0	0	0	0	0	188	
4:25 PM	0	54	26	0	0	38	5	0	19	10	27	0	0	0	0	0	179	
4:30 PM	0	28	47	0	0	46	7	0	37	25	26	0	0	0	0	0	216	
4:35 PM	0	52	40	0	0	53	15	0	35	13	31	0	0	0	0	0	239	
4:40 PM	0	37	42	0	0	40	7	0	40	30	32	0	0	0	0	0	228	
4:45 PM	0	62	43	0	0	66	11	0	32	21	30	0	0	0	0	0	265	
4:50 PM	0	49	20	0	0	26	2	0	36	39	25	0	0	0	0	0	197	
4:55 PM	0	59	46	0	0	44	9	0	26	13	22	0	0	0	0	0	219	2406
5:00 PM	0	15	52	0	0	32	13	0	30	38	25	0	0	0	0	0	205	2445
5:05 PM	0	75	40	0	0	44	14	0	19	19	14	0	0	0	0	0	225	2512
5:10 PM	0	65	19	0	0	40	4	0	39	34	18	0	0	0	0	0	219	2583
5:15 PM	0	75	30	0	0	49	10	0	55	24	31	0	0	0	0	0	274	2654
5:20 PM	0	52	22	0	0	30	4	0	58	24	25	0	0	0	0	0	215	2681
5:25 PM	0	59	42	0	0	50	14	0	29	27	23	0	0	0	0	0	244	2746
5:30 PM	0	43	24	0	0	45	10	0	47	32	19	0	0	0	0	0	220	2750
5:35 PM	0	80	31	0	0	59	11	0	30	23	17	0	0	0	0	0	251	2762
5:40 PM	0	55	35	0	0	34	9	0	20	39	23	0	0	0	0	0	215	2749
5:45 PM	0	66	44	0	0	40	9	0	22	18	25	0	0	0	0	0	224	2708
5:50 PM	0	50	24	0	0	33	7	0	44	19	19	0	0	0	0	0	196	2707
5:55 PM	0	71	26	0	0	47	4	0	32	22	12	0	0	0	0	0	214	2702

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	744	376	0	0	516	112	0	568	300	316	0	0	0	0	0	2932
Heavy Trucks	0	32	4		0	12	20		16	4	0		0	0	0		88
Pedestrians		0				0				0				8			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/5/2011 1:49 AM

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Loveridge Rd -- California Ave/N Park Blvd

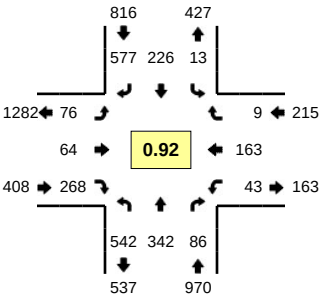
QC JOB #: 10663205

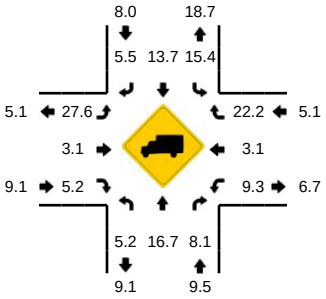
CITY/STATE: Pittsburg, CA

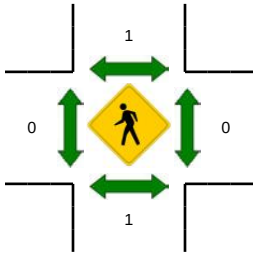
DATE: Thu, Sep 29 2011

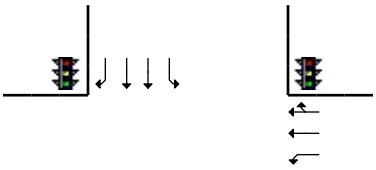
Peak-Hour: 7:05 AM -- 8:05 AM

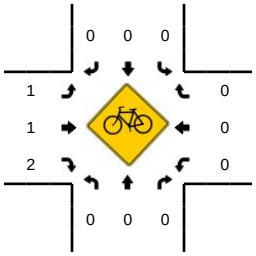
Peak 15-Min: 7:50 AM -- 8:05 AM

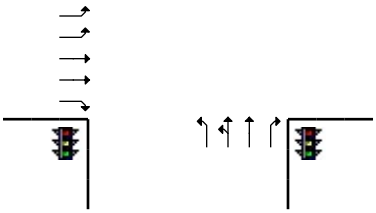


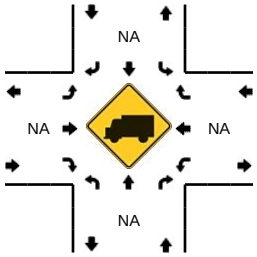


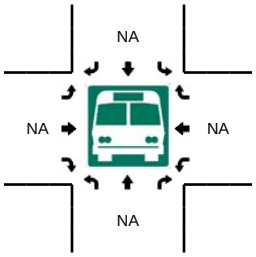












5-Min Count Period Beginning At	Loveridge Rd (Northbound)				Loveridge Rd (Southbound)				California Ave/N Park Blvd (Eastbound)				California Ave/N Park Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	28	19	3	0	0	6	77	0	5	5	4	0	0	21	2	0	170	
7:05 AM	54	33	4	0	0	17	54	0	7	4	14	0	5	19	2	0	213	
7:10 AM	53	38	5	0	1	11	59	0	9	3	12	0	3	15	0	0	209	
7:15 AM	45	18	6	0	1	9	69	0	2	1	9	0	2	20	0	0	182	
7:20 AM	34	30	5	0	1	6	44	0	6	5	16	0	2	22	1	0	172	
7:25 AM	41	20	4	0	3	24	53	0	6	4	14	0	5	13	0	0	187	
7:30 AM	46	24	2	0	1	20	54	0	5	3	23	0	1	10	1	0	190	
7:35 AM	60	24	9	0	0	25	39	0	9	2	21	0	3	12	0	0	204	
7:40 AM	55	25	7	0	0	11	42	0	6	9	20	0	6	20	0	0	201	
7:45 AM	42	28	8	0	1	23	35	0	6	8	33	0	2	9	0	0	195	
7:50 AM	20	41	6	0	1	35	62	0	4	8	24	0	2	8	0	0	211	
7:55 AM	56	31	14	0	4	20	39	0	7	8	46	0	7	3	3	0	238	2372
8:00 AM	36	30	16	0	0	25	27	0	9	9	36	0	5	12	2	0	207	2409
8:05 AM	36	22	2	0	2	18	27	0	5	8	21	0	7	8	1	0	157	2353
8:10 AM	23	29	16	0	3	15	33	0	9	9	21	0	7	15	2	0	182	2326
8:15 AM	27	34	7	0	4	19	33	0	8	7	19	0	3	10	1	0	172	2316
8:20 AM	29	28	4	0	1	13	28	0	10	5	17	0	1	15	1	0	152	2296
8:25 AM	43	14	5	0	0	9	33	0	8	9	23	0	0	20	0	0	164	2273
8:30 AM	34	22	11	0	0	21	21	0	7	6	22	0	5	10	3	0	162	2245
8:35 AM	34	15	6	0	0	8	32	0	9	7	19	0	4	14	2	0	150	2191
8:40 AM	29	21	10	0	3	16	24	0	13	5	20	0	5	15	0	0	161	2151
8:45 AM	34	25	9	0	2	9	28	0	2	2	35	0	5	14	2	0	167	2123
8:50 AM	32	26	11	0	4	9	29	0	8	2	30	0	2	8	1	0	162	2074
8:55 AM	35	22	4	0	2	14	30	0	11	4	32	1	8	8	0	0	171	2007

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	448	408	144	0	20	320	512	0	80	100	424	0	56	92	20	0	2624
Heavy Trucks	36	76	4		4	44	40		16	0	28		4	4	8		264
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	1		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/5/2011 1:49 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Loveridge Rd -- California Ave/N Park Blvd

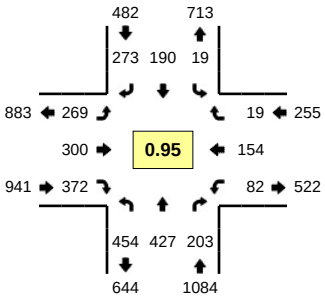
QC JOB #: 10663206

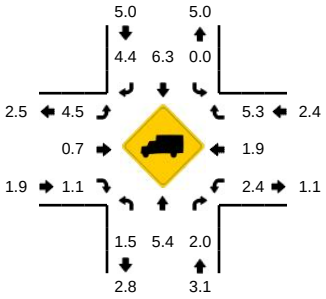
CITY/STATE: Pittsburg, CA

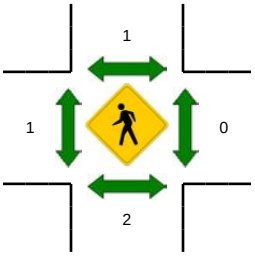
DATE: Thu, Sep 29 2011

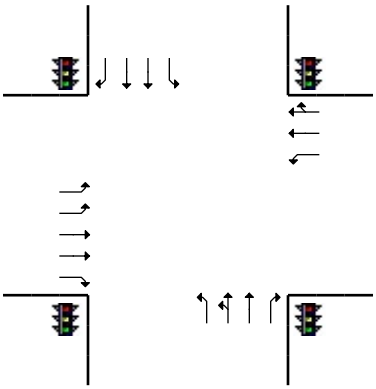
Peak-Hour: 4:45 PM -- 5:45 PM

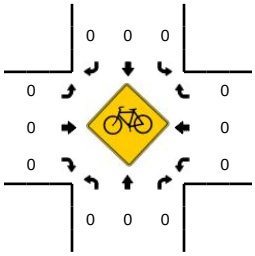
Peak 15-Min: 5:30 PM -- 5:45 PM

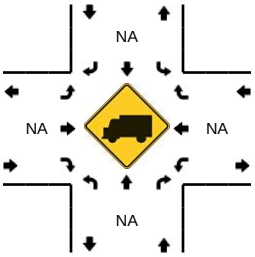


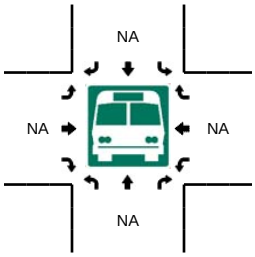












5-Min Count Period Beginning At	Loveridge Rd (Northbound)				Loveridge Rd (Southbound)				California Ave/N Park Blvd (Eastbound)				California Ave/N Park Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	32	21	8	1	2	23	16	0	8	12	28	0	5	18	2	0	176	
4:05 PM	27	21	14	0	1	16	22	0	15	12	27	0	13	19	0	0	187	
4:10 PM	44	23	14	0	2	27	30	0	13	16	25	0	4	13	0	0	211	
4:15 PM	33	28	10	0	1	25	16	0	7	10	18	0	6	14	2	0	170	
4:20 PM	39	49	18	0	5	14	30	0	17	20	24	0	4	6	2	0	228	
4:25 PM	29	51	15	0	3	13	16	0	19	13	22	0	6	12	2	0	201	
4:30 PM	25	41	19	0	2	15	33	0	14	13	37	1	12	20	1	0	233	
4:35 PM	30	33	18	0	1	18	29	0	22	24	31	0	7	13	5	0	231	
4:40 PM	36	38	17	0	3	18	33	0	14	16	32	0	8	16	4	0	235	
4:45 PM	39	36	19	0	2	30	23	0	23	25	27	0	9	12	0	0	245	
4:50 PM	48	44	15	0	0	10	19	0	21	17	23	0	7	12	2	0	218	
4:55 PM	35	44	13	0	2	13	18	0	21	23	26	0	9	11	4	0	219	2554
5:00 PM	32	32	14	0	1	12	25	0	18	31	25	1	7	19	2	0	219	2597
5:05 PM	31	23	13	0	0	11	31	0	26	32	43	0	8	11	3	0	232	2642
5:10 PM	34	41	20	0	2	27	27	0	14	21	18	0	6	14	1	0	225	2656
5:15 PM	54	46	13	0	1	14	22	0	22	23	30	0	5	20	0	0	250	2736
5:20 PM	45	33	22	0	3	15	22	0	14	20	28	0	3	5	2	0	212	2720
5:25 PM	29	22	17	0	0	14	23	0	25	34	33	1	7	10	0	0	215	2734
5:30 PM	34	31	21	0	2	13	16	0	40	33	45	0	6	8	1	0	250	2751
5:35 PM	33	37	18	0	3	21	24	0	18	23	35	0	7	16	1	0	236	2756
5:40 PM	40	38	18	0	3	10	23	0	25	18	39	0	8	16	3	0	241	2762
5:45 PM	50	42	20	0	1	14	20	0	19	20	24	0	5	13	1	0	229	2746
5:50 PM	29	32	25	0	2	15	9	0	14	15	25	0	2	7	2	0	177	2705
5:55 PM	24	51	19	0	1	14	13	0	25	22	26	0	11	18	2	0	226	2712

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	428	424	228	0	32	176	252	0	332	296	476	0	84	160	20	0	2908
Heavy Trucks	4	4	4		0	16	20		4	4	8		4	0	4		72
Pedestrians		0				4				4				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/5/2011 1:49 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: SR 4 WB Ramps -- California Ave

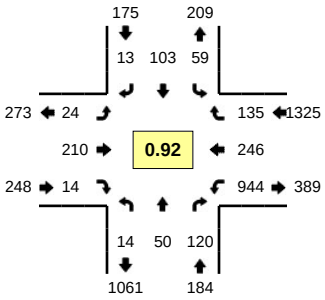
QC JOB #: 10663207

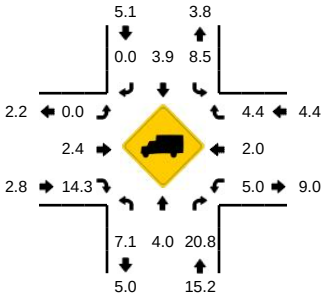
CITY/STATE: Pittsburg, CA

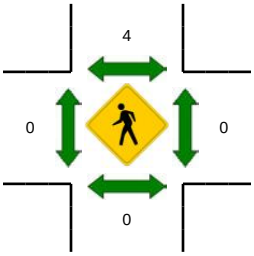
DATE: Thu, Sep 29 2011

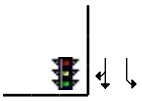
Peak-Hour: 7:05 AM -- 8:05 AM

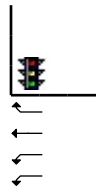
Peak 15-Min: 7:05 AM -- 7:20 AM

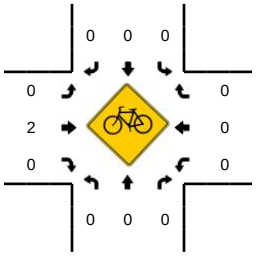


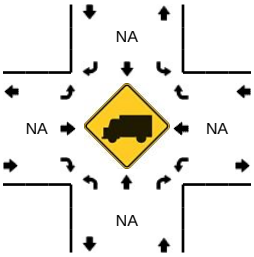


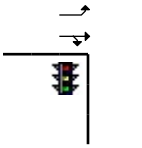


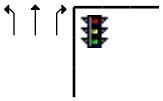


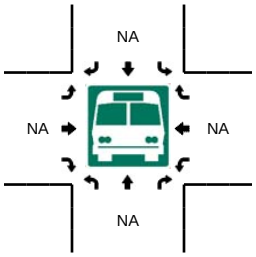












5-Min Count Period Beginning At	SR 4 WB Ramps (Northbound)				SR 4 WB Ramps (Southbound)				California Ave (Eastbound)				California Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	2	3	0	4	9	2	0	1	7	3	0	91	19	11	0	153	
7:05 AM	2	1	9	0	6	8	1	0	1	9	0	0	124	9	10	0	180	
7:10 AM	1	2	6	0	7	9	1	0	2	12	4	0	93	8	19	0	164	
7:15 AM	0	4	4	0	4	6	2	0	4	5	0	0	114	18	20	0	181	
7:20 AM	0	2	8	0	4	12	2	0	1	4	3	0	68	16	11	0	131	
7:25 AM	1	5	4	0	5	9	1	0	0	18	0	0	90	12	6	0	151	
7:30 AM	0	2	7	0	5	17	0	0	3	18	1	0	60	19	10	0	142	
7:35 AM	2	1	11	0	0	5	2	0	0	13	1	0	108	23	15	0	181	
7:40 AM	1	7	9	0	14	7	0	0	2	22	0	0	50	29	7	0	148	
7:45 AM	2	9	15	0	3	6	2	0	0	15	2	0	75	46	6	0	181	
7:50 AM	1	8	19	0	2	7	0	0	0	24	1	0	36	18	6	0	122	
7:55 AM	0	5	11	0	5	7	1	0	10	32	0	0	83	27	15	0	196	1930
8:00 AM	4	4	17	0	4	10	1	0	1	38	2	0	43	21	10	0	155	1932
8:05 AM	0	6	13	0	4	9	0	0	1	21	1	0	43	24	11	0	133	1885
8:10 AM	2	3	12	0	6	9	2	0	3	11	0	0	22	14	9	0	93	1814
8:15 AM	1	4	13	0	6	0	3	0	2	14	1	0	66	13	10	0	133	1766
8:20 AM	2	4	20	0	5	11	0	0	1	11	0	0	34	12	14	0	114	1749
8:25 AM	0	3	14	0	5	3	2	0	3	16	1	0	44	35	11	0	137	1735
8:30 AM	0	3	21	0	6	4	1	0	0	9	1	0	30	18	10	0	103	1696
8:35 AM	2	4	11	0	4	6	2	0	2	19	2	0	50	19	6	0	127	1642
8:40 AM	3	4	14	0	7	6	1	0	3	15	0	0	45	25	17	0	140	1634
8:45 AM	2	4	26	0	6	4	1	0	4	11	2	0	53	12	8	0	133	1586
8:50 AM	4	4	12	0	10	6	1	0	1	9	0	0	41	12	8	0	108	1572
8:55 AM	3	2	26	0	2	7	1	0	1	23	2	0	60	10	14	0	151	1527

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	28	76	0	68	92	16	0	28	104	16	0	1324	140	196	0	2100
Heavy Trucks	0	0	24		4	0	0		0	0	4		44	8	24		108
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	2	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/5/2011 1:49 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: SR 4 WB Ramps -- California Ave

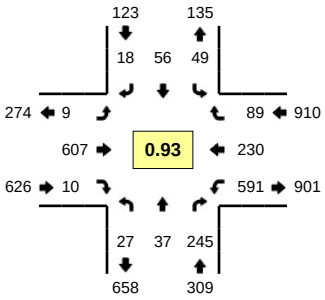
QC JOB #: 10663208

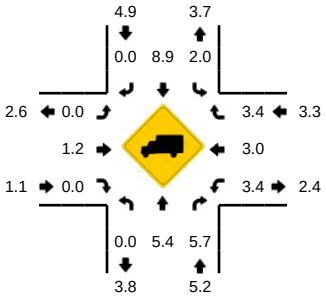
CITY/STATE: Pittsburg, CA

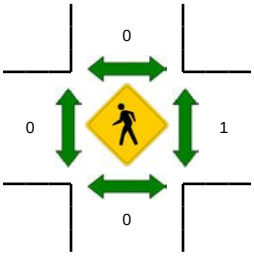
DATE: Thu, Sep 29 2011

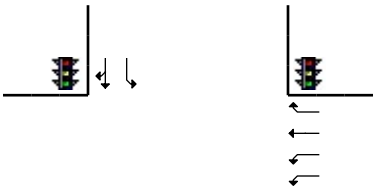
Peak-Hour: 4:45 PM -- 5:45 PM

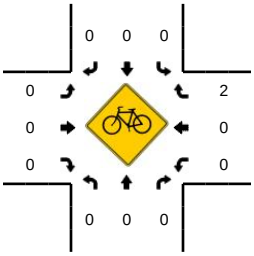
Peak 15-Min: 5:25 PM -- 5:40 PM

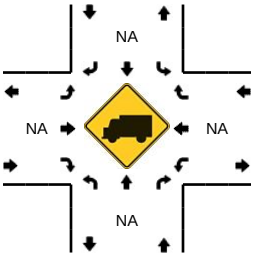


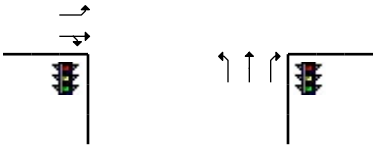


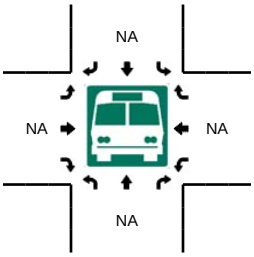












5-Min Count Period Beginning At	SR 4 WB Ramps (Northbound)				SR 4 WB Ramps (Southbound)				California Ave (Eastbound)				California Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	1	17	1	7	8	0	0	0	23	2	0	45	20	12	0	136	
4:05 PM	2	0	20	0	4	8	0	0	3	30	1	0	52	21	4	0	145	
4:10 PM	6	3	17	0	4	5	0	0	0	24	1	0	33	17	9	0	119	
4:15 PM	0	3	15	0	3	3	1	0	1	23	0	0	55	18	8	0	130	
4:20 PM	4	3	11	0	1	4	0	0	2	46	0	0	46	17	7	0	141	
4:25 PM	4	4	18	0	6	3	0	0	1	50	0	0	34	16	9	0	145	
4:30 PM	8	5	28	0	4	8	0	0	0	28	1	0	31	11	6	0	130	
4:35 PM	3	3	23	0	3	5	1	0	1	47	1	0	60	21	10	0	178	
4:40 PM	7	1	27	0	10	8	0	0	2	24	2	0	54	14	10	0	159	
4:45 PM	5	2	21	0	0	0	0	0	0	35	1	0	61	20	7	0	152	
4:50 PM	2	1	23	1	3	9	1	0	1	49	0	0	40	22	6	0	158	
4:55 PM	2	3	19	0	1	2	2	0	0	52	1	0	55	21	9	0	167	1760
5:00 PM	1	1	23	0	7	7	2	0	1	45	1	0	41	15	7	0	151	1775
5:05 PM	0	2	17	0	5	4	0	0	1	61	2	0	44	26	10	0	172	1802
5:10 PM	4	6	20	0	6	6	0	0	1	40	1	0	31	23	7	0	145	1828
5:15 PM	2	2	14	0	3	2	2	0	2	48	0	0	74	19	10	0	178	1876
5:20 PM	3	8	21	0	6	6	2	0	0	32	0	0	45	13	11	0	147	1882
5:25 PM	2	1	22	0	5	5	1	0	2	62	2	0	53	17	7	0	179	1916
5:30 PM	1	6	23	0	6	7	3	0	0	73	1	0	18	16	3	0	157	1943
5:35 PM	2	2	17	0	2	4	0	0	0	70	0	0	76	14	6	0	193	1958
5:40 PM	2	3	25	0	5	4	5	0	1	40	1	0	53	24	6	0	169	1968
5:45 PM	2	2	19	0	2	2	0	0	1	55	1	0	38	12	4	0	138	1954
5:50 PM	2	3	14	0	3	7	1	1	1	35	1	0	42	14	12	0	136	1932
5:55 PM	4	2	18	0	2	2	1	0	1	48	0	0	40	19	4	0	141	1906

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	36	248	0	52	64	16	0	8	820	12	0	588	188	64	0	2116
Heavy Trucks	0	0	12		0	4	0		0	4	0		36	4	0		60
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/5/2011 1:49 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Loveridge Rd -- Pittsburg-Antioch Hwy

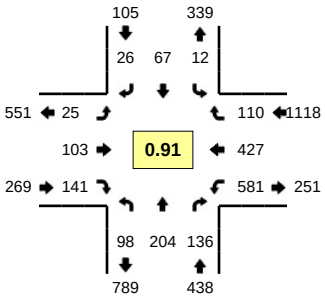
QC JOB #: 10663209

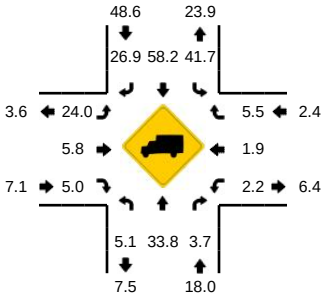
CITY/STATE: Pittsburg, CA

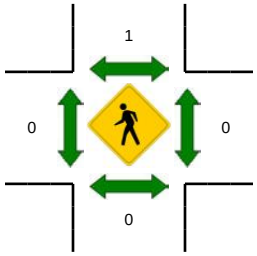
DATE: Thu, Sep 29 2011

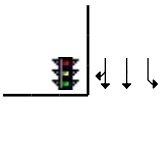
Peak-Hour: 7:05 AM -- 8:05 AM

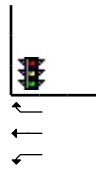
Peak 15-Min: 7:45 AM -- 8:00 AM

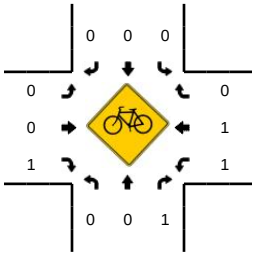


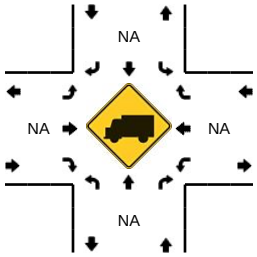


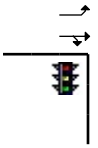


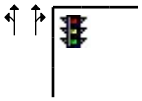


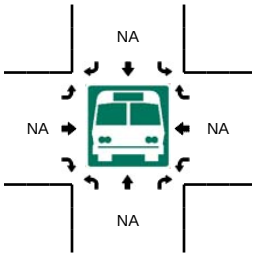












5-Min Count Period Beginning At	Loveridge Rd (Northbound)				Loveridge Rd (Southbound)				Pittsburg-Antioch Hwy (Eastbound)				Pittsburg-Antioch Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	22	6	0	0	10	2	0	1	4	2	0	56	23	8	0	142	
7:05 AM	5	19	6	0	1	2	0	0	0	7	9	0	63	57	8	0	177	
7:10 AM	10	23	15	0	0	3	1	0	3	5	5	0	46	41	7	0	159	
7:15 AM	10	12	5	0	1	1	0	0	4	7	5	0	73	57	8	0	183	
7:20 AM	7	19	8	0	2	2	0	0	1	5	11	0	50	57	10	0	172	
7:25 AM	11	21	14	0	0	6	0	0	4	3	5	0	49	25	3	0	141	
7:30 AM	11	4	5	0	0	9	0	0	0	3	5	0	56	44	6	0	143	
7:35 AM	5	19	10	0	0	9	4	0	1	8	12	0	44	18	3	0	133	
7:40 AM	9	17	14	0	0	11	3	0	1	11	16	0	29	18	12	0	141	
7:45 AM	6	14	13	0	3	6	6	0	1	13	16	0	54	19	11	0	162	
7:50 AM	9	19	13	0	0	6	5	0	2	14	19	0	40	38	14	0	179	
7:55 AM	5	17	20	0	0	0	1	0	6	8	17	0	61	32	20	0	187	1919
8:00 AM	10	20	13	0	5	12	6	0	2	19	21	0	16	21	8	0	153	1930
8:05 AM	3	16	10	0	6	17	2	0	0	7	7	0	33	6	6	0	113	1866
8:10 AM	4	18	14	0	2	10	4	0	1	8	4	0	23	11	7	0	106	1813
8:15 AM	5	12	19	0	3	8	5	0	1	8	12	0	29	11	3	0	116	1746
8:20 AM	4	21	15	0	0	5	4	0	2	9	12	0	25	12	5	0	114	1688
8:25 AM	5	11	7	0	1	10	2	0	1	9	9	0	27	10	8	0	100	1647
8:30 AM	5	18	10	0	2	10	2	0	1	2	7	0	24	15	5	0	101	1605
8:35 AM	4	6	17	0	1	12	0	0	1	6	5	0	25	13	6	0	96	1568
8:40 AM	8	16	14	0	3	10	1	0	0	8	7	0	23	17	2	0	109	1536
8:45 AM	6	11	11	0	0	12	2	0	1	11	8	0	28	7	4	0	101	1475
8:50 AM	5	18	19	0	1	14	7	0	0	6	8	0	26	7	5	0	116	1412
8:55 AM	6	15	7	0	3	13	1	0	1	9	8	0	27	11	6	0	107	1332

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	200	184	0	12	48	48	0	36	140	208	0	620	356	180	0	2112
Heavy Trucks	4	60	0		8	36	12		12	4	8		20	4	12		180
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/5/2011 1:49 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

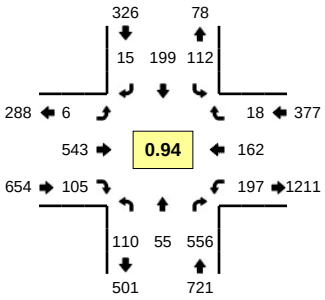
Type of peak hour being reported: Intersection Peak

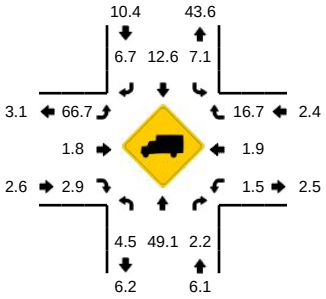
Method for determining peak hour: Total Entering Volume

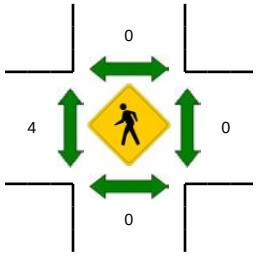
LOCATION: Loveridge Rd -- Pittsburg-Antioch Hwy
CITY/STATE: Pittsburg, CA

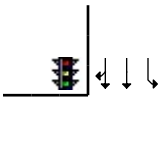
QC JOB #: 10663210
DATE: Thu, Sep 29 2011

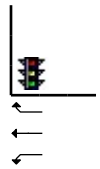
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

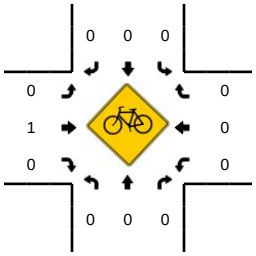


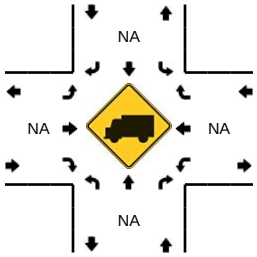


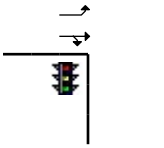


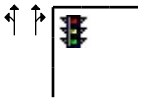


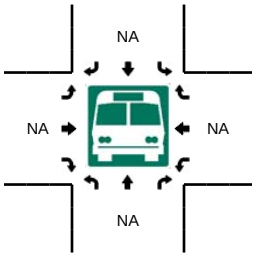












5-Min Count Period Beginning At	Loveridge Rd (Northbound)				Loveridge Rd (Southbound)				Pittsburg-Antioch Hwy (Eastbound)				Pittsburg-Antioch Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	11	16	0	26	24	6	0	2	21	8	0	17	13	1	0	154	
4:05 PM	7	7	30	0	7	16	0	0	0	37	11	0	12	16	3	0	146	
4:10 PM	7	8	23	0	12	28	1	0	1	30	10	0	16	8	3	0	147	
4:15 PM	8	3	31	0	6	24	2	0	0	43	8	0	15	18	1	0	159	
4:20 PM	7	11	46	0	8	16	6	0	3	42	7	0	11	13	4	0	174	
4:25 PM	13	7	48	0	12	18	1	0	0	29	8	0	12	11	0	0	159	
4:30 PM	6	2	47	0	14	26	1	0	1	13	4	0	21	11	0	0	146	
4:35 PM	9	4	53	0	16	28	3	0	1	42	8	0	17	18	2	0	201	
4:40 PM	8	2	39	0	7	15	1	0	1	48	12	0	23	20	1	0	177	
4:45 PM	14	7	52	0	8	12	0	0	0	46	7	0	12	14	3	0	175	
4:50 PM	10	5	51	0	14	22	1	0	0	36	6	0	7	11	6	0	169	
4:55 PM	4	4	38	0	5	11	4	0	0	51	7	1	17	16	1	0	159	1966
5:00 PM	13	7	55	0	15	24	1	0	0	25	9	0	19	9	0	0	177	1989
5:05 PM	6	4	41	0	11	16	0	0	0	52	6	0	25	15	1	0	177	2020
5:10 PM	4	7	45	0	11	20	0	0	0	50	9	0	18	10	1	0	175	2048
5:15 PM	11	5	41	0	5	13	1	0	0	59	7	0	11	13	1	0	167	2056
5:20 PM	8	5	50	0	3	11	1	0	3	39	10	0	17	8	1	0	156	2038
5:25 PM	12	3	31	0	11	11	2	0	0	50	12	0	13	21	0	0	166	2045
5:30 PM	11	2	60	0	6	16	1	0	0	45	12	0	18	7	1	0	179	2078
5:35 PM	11	3	56	0	6	11	1	0	0	48	8	0	21	8	0	0	173	2050
5:40 PM	14	3	51	0	7	6	2	0	1	49	6	0	13	13	0	0	165	2038
5:45 PM	10	2	47	0	5	19	1	0	2	48	13	0	17	10	1	0	175	2038
5:50 PM	10	3	40	0	7	9	0	0	0	49	13	0	18	15	1	0	165	2034
5:55 PM	12	3	64	0	4	6	2	0	0	48	10	0	3	14	0	0	166	2041

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	124	52	576	0	124	220	16	0	8	544	108	0	208	208	24	0	2212
Heavy Trucks	4	28	16		8	36	0		8	16	8		4	8	0		136
Pedestrians		0				0				8				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/5/2011 1:49 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Loveridge Rd -- Buchanan Rd

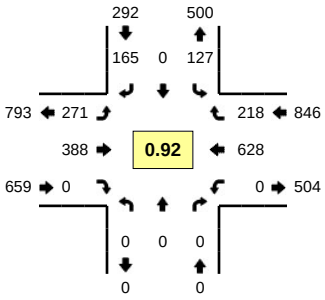
QC JOB #: 10666301

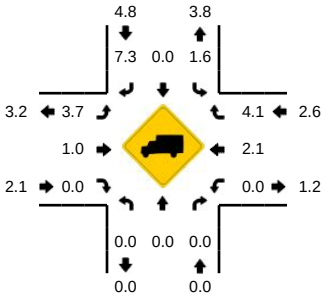
CITY/STATE: Pittsburg, CA

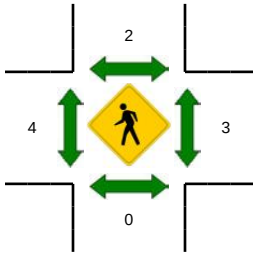
DATE: Thu, Oct 06 2011

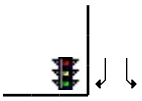
Peak-Hour: 7:25 AM -- 8:25 AM

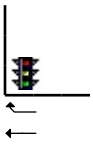
Peak 15-Min: 7:35 AM -- 7:50 AM

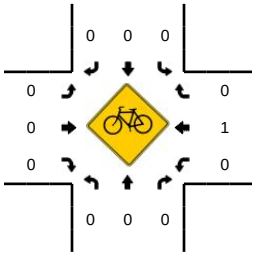


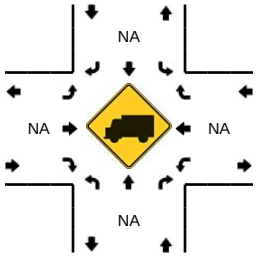


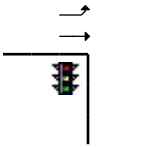


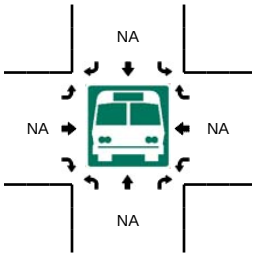












5-Min Count Period Beginning At	Loveridge Rd (Northbound)				Loveridge Rd (Southbound)				Buchanan Rd (Eastbound)				Buchanan Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	5	0	10	0	9	10	0	0	0	77	14	0	125	
7:05 AM	0	0	0	0	2	0	12	1	8	14	0	0	0	70	13	0	120	
7:10 AM	0	0	0	0	8	0	8	1	16	15	0	0	0	60	7	0	115	
7:15 AM	0	0	0	0	4	0	13	2	17	25	0	0	0	77	11	0	149	
7:20 AM	0	0	0	0	9	0	20	0	17	14	0	0	0	66	13	0	139	
7:25 AM	0	0	0	0	3	0	21	2	27	27	0	0	0	53	15	0	148	
7:30 AM	0	0	0	0	5	0	17	1	20	31	0	0	0	65	10	0	149	
7:35 AM	0	0	0	0	8	0	21	0	16	34	0	0	0	56	23	0	158	
7:40 AM	0	0	0	0	7	0	17	2	30	37	0	0	0	56	21	0	170	
7:45 AM	0	0	0	0	7	0	13	0	29	33	0	0	0	62	15	0	159	
7:50 AM	0	0	0	0	11	0	17	3	21	27	0	0	0	50	21	0	150	
7:55 AM	0	0	0	0	12	0	8	0	29	37	0	0	0	36	23	0	145	1727
8:00 AM	0	0	0	0	11	0	10	0	31	38	0	0	0	40	19	0	149	1751
8:05 AM	0	0	0	0	14	0	10	2	17	23	0	0	0	52	15	0	133	1764
8:10 AM	0	0	0	0	17	0	14	1	19	24	0	0	0	51	18	0	144	1793
8:15 AM	0	0	0	0	11	0	8	0	15	39	0	0	0	58	18	0	149	1793
8:20 AM	0	0	0	0	10	0	9	0	17	38	0	0	0	49	20	0	143	1797
8:25 AM	0	0	0	0	13	0	13	0	10	28	0	0	0	52	18	0	134	1783
8:30 AM	0	0	0	0	9	0	11	1	25	32	0	0	0	44	28	0	150	1784
8:35 AM	0	0	0	0	7	0	9	1	10	25	0	0	0	57	21	0	130	1756
8:40 AM	0	0	0	0	15	0	11	0	11	36	0	0	0	51	25	0	149	1735
8:45 AM	0	0	0	0	15	0	8	0	26	25	0	0	0	44	23	0	141	1717
8:50 AM	0	0	0	0	11	0	8	0	13	18	0	0	0	48	26	0	124	1691
8:55 AM	0	0	0	0	19	0	14	0	15	39	0	0	0	57	24	0	168	1714

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	88	0	204	8	300	416	0	0	0	696	236	0	1948
Heavy Trucks	0	0	0		4	0	16		12	0	0		0	8	4		44
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2011 12:48 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Loveridge Rd -- Buchanan Rd

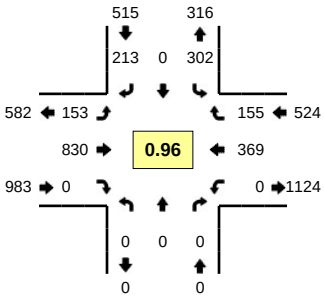
QC JOB #: 10666302

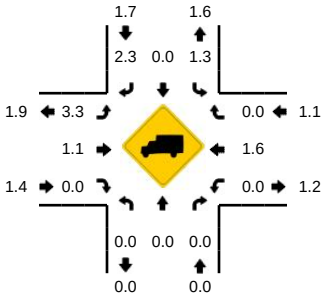
CITY/STATE: Pittsburg, CA

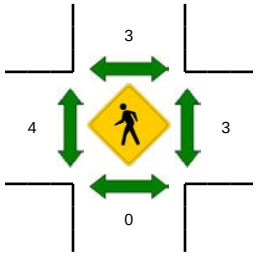
DATE: Thu, Oct 06 2011

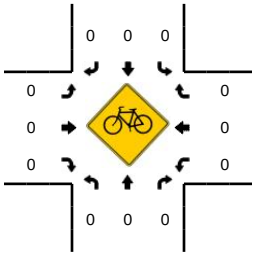
Peak-Hour: 4:00 PM -- 5:00 PM

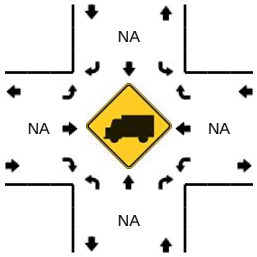
Peak 15-Min: 4:00 PM -- 4:15 PM

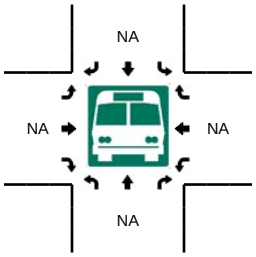












5-Min Count Period Beginning At	Loveridge Rd (Northbound)				Loveridge Rd (Southbound)				Buchanan Rd (Eastbound)				Buchanan Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	20	0	12	3	13	85	0	0	0	29	12	0	174	
4:05 PM	0	0	0	0	27	0	24	1	18	65	0	0	0	27	17	0	179	
4:10 PM	0	0	0	0	23	0	19	1	6	75	0	0	0	38	12	0	174	
4:15 PM	0	0	0	0	28	0	24	0	11	58	0	0	0	32	16	0	169	
4:20 PM	0	0	0	0	22	0	20	0	15	72	0	0	0	30	9	0	168	
4:25 PM	0	0	0	0	28	0	12	0	11	67	0	0	0	24	11	0	153	
4:30 PM	0	0	0	0	24	0	19	1	14	79	0	0	0	34	18	0	189	
4:35 PM	0	0	0	0	23	0	20	1	15	70	0	0	0	26	8	0	163	
4:40 PM	0	0	0	0	34	0	20	1	2	52	0	0	0	26	13	0	148	
4:45 PM	0	0	0	0	27	0	14	0	14	69	0	0	0	27	12	0	163	
4:50 PM	0	0	0	0	20	0	13	0	12	72	0	0	0	43	11	0	171	
4:55 PM	0	0	0	0	18	0	16	0	22	66	0	0	0	33	16	0	171	2022
5:00 PM	0	0	0	0	24	0	20	0	10	66	0	0	0	31	11	0	162	2010
5:05 PM	0	0	0	0	12	0	14	0	8	88	0	0	0	33	10	0	165	1996
5:10 PM	0	0	0	0	26	0	16	1	10	54	0	0	0	39	12	0	158	1980
5:15 PM	0	0	0	0	17	0	21	0	15	64	0	0	0	28	20	0	165	1976
5:20 PM	0	0	0	0	25	0	32	0	12	59	0	0	0	34	16	0	178	1986
5:25 PM	0	0	0	0	21	0	16	0	11	57	0	0	0	29	15	0	149	1982
5:30 PM	0	0	0	0	19	0	10	0	8	74	0	0	0	38	15	0	164	1957
5:35 PM	0	0	0	0	15	0	24	1	9	73	0	0	0	26	12	0	160	1954
5:40 PM	0	0	0	0	30	0	20	1	7	64	0	0	0	38	13	0	173	1979
5:45 PM	0	0	0	0	21	0	16	1	5	59	0	0	0	40	15	0	157	1973
5:50 PM	0	0	0	0	29	0	26	0	17	57	0	0	0	21	13	0	163	1965
5:55 PM	0	0	0	0	28	0	28	0	12	68	0	0	0	29	7	0	172	1966

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	280	0	220	20	148	900	0	0	0	376	164	0	2108
Heavy Trucks	0	0	0		4	0	8		4	16	0		0	8	0		40
Pedestrians		0				12				0				8			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2011 12:48 PM

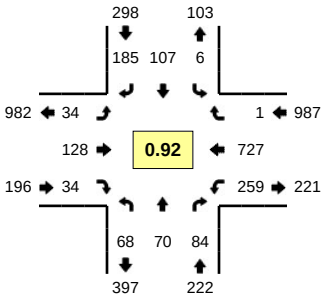
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

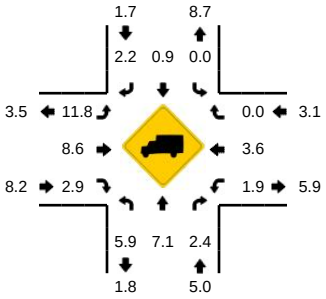
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

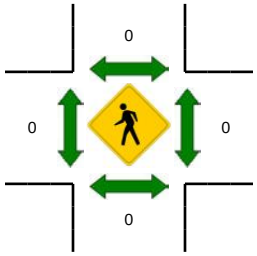
LOCATION: Auto Center Dr/W 4th St -- Pittsburg-Antioch Hwy/W 10th St | **QC JOB #:** 10666303

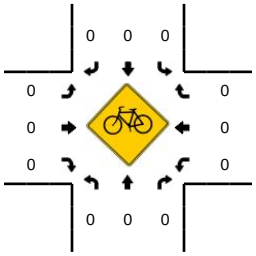
CITY/STATE: Pittsburg, CA | **DATE:** Thu, Oct 06 2011

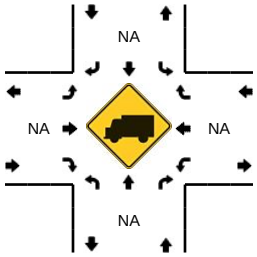
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

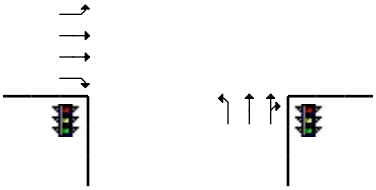


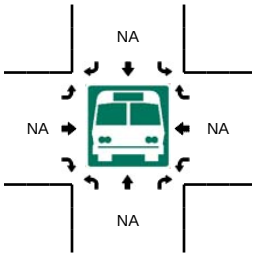












5-Min Count Period Beginning At	Auto Center Dr/W 4th St (Northbound)				Auto Center Dr/W 4th St (Southbound)				Pittsburg-Antioch Hwy/W 10th St (Eastbound)				Pittsburg-Antioch Hwy/W 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	3	2	0	0	2	9	0	0	5	1	0	9	73	0	1	106	
7:05 AM	2	2	3	0	1	5	23	0	3	4	2	0	11	80	0	1	137	
7:10 AM	3	2	2	0	0	9	22	0	1	3	0	0	23	69	0	0	134	
7:15 AM	3	0	1	0	0	12	17	0	1	8	1	0	13	77	0	0	133	
7:20 AM	5	2	1	0	0	12	10	0	0	10	1	0	22	77	0	0	140	
7:25 AM	5	3	5	0	0	7	17	0	5	9	3	0	16	72	0	0	142	
7:30 AM	6	3	3	0	1	13	12	0	3	15	2	0	14	49	0	0	121	
7:35 AM	6	4	3	0	0	6	13	0	0	7	4	1	21	59	0	0	124	
7:40 AM	6	6	2	0	0	9	16	0	1	12	0	0	23	66	0	0	141	
7:45 AM	6	4	11	0	0	10	23	0	0	7	3	1	29	53	0	0	147	
7:50 AM	3	7	14	0	0	8	22	0	4	12	5	0	23	54	0	1	153	
7:55 AM	4	9	8	0	3	13	20	0	2	9	1	0	22	67	0	0	158	1636
8:00 AM	11	6	6	0	2	5	14	0	4	15	4	0	26	57	1	1	152	1682
8:05 AM	6	9	12	0	0	14	13	0	4	11	3	0	20	60	0	1	153	1698
8:10 AM	7	5	9	0	0	5	13	0	5	11	3	0	14	48	0	0	120	1684
8:15 AM	3	12	10	0	0	5	12	0	4	10	5	0	26	65	0	0	152	1703
8:20 AM	1	3	3	0	0	11	7	0	1	13	3	0	27	43	0	1	113	1676
8:25 AM	2	4	10	0	0	6	8	0	5	16	1	0	16	54	1	0	123	1657
8:30 AM	7	7	11	0	0	7	7	0	2	12	1	0	15	43	0	1	113	1649
8:35 AM	1	3	9	0	0	9	6	0	0	10	8	0	23	44	0	0	113	1638
8:40 AM	4	13	8	0	0	5	13	0	3	12	5	0	12	43	0	1	119	1616
8:45 AM	3	2	3	0	0	4	12	0	0	16	6	1	14	44	0	0	105	1574
8:50 AM	6	8	10	0	1	3	6	0	2	7	6	0	15	33	0	1	98	1519
8:55 AM	5	6	7	0	0	10	11	0	6	4	1	0	19	35	0	1	105	1466

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	88	112	0	20	104	224	0	40	144	40	0	284	712	4	8	1852
Heavy Trucks	4	8	4		0	0	0		0	12	0		4	40	0		72
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2011 12:48 PM

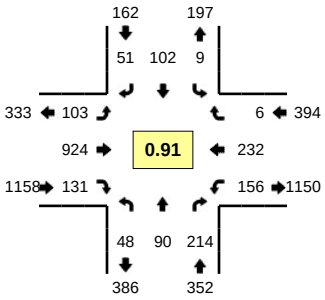
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

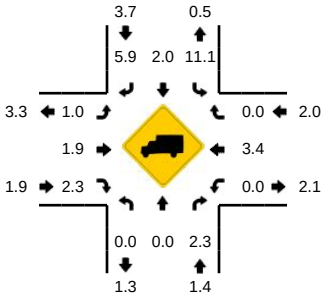
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

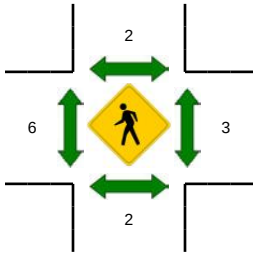
LOCATION: Auto Center Dr/W 4th St -- Pittsburg-Antioch Hwy/W 10th St | **QC JOB #:** 10666304

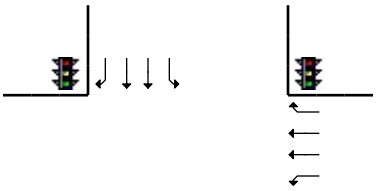
CITY/STATE: Pittsburg, CA | **DATE:** Thu, Oct 06 2011

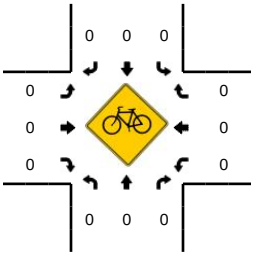
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

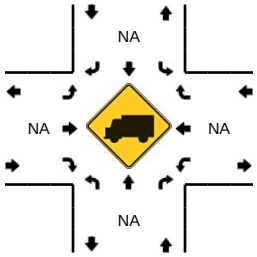


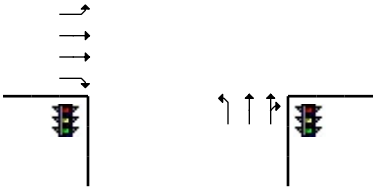


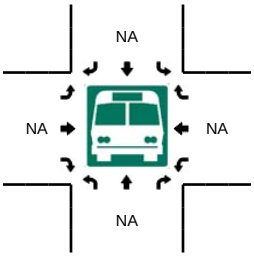












5-Min Count Period Beginning At	Auto Center Dr/W 4th St (Northbound)				Auto Center Dr/W 4th St (Southbound)				Pittsburg-Antioch Hwy/W 10th St (Eastbound)				Pittsburg-Antioch Hwy/W 10th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	9	15	0	0	6	0	0	7	85	10	0	11	23	0	0	171	
4:05 PM	3	8	12	0	0	8	3	0	13	70	17	0	17	19	1	0	171	
4:10 PM	5	10	15	0	0	1	2	0	10	85	15	0	18	9	1	1	172	
4:15 PM	2	7	14	0	0	1	3	0	10	85	19	0	11	9	1	0	162	
4:20 PM	4	8	18	0	1	4	2	0	11	77	12	0	14	15	0	1	167	
4:25 PM	6	10	14	0	0	3	3	0	11	63	12	2	21	16	0	0	161	
4:30 PM	2	7	13	0	2	11	6	0	6	68	11	0	12	23	2	0	163	
4:35 PM	6	3	14	0	0	19	7	0	11	64	10	0	21	26	1	0	182	
4:40 PM	1	3	15	0	1	2	3	0	5	92	19	0	13	27	1	0	182	
4:45 PM	1	5	23	0	0	13	2	0	11	58	6	0	14	14	0	1	148	
4:50 PM	6	12	15	0	2	10	4	0	12	67	14	0	11	16	0	0	169	
4:55 PM	5	7	13	0	0	8	7	0	5	76	11	0	13	20	0	1	166	2014
5:00 PM	3	10	15	0	2	7	3	0	9	69	6	1	9	13	0	0	147	1990
5:05 PM	4	7	25	0	0	4	3	0	7	80	8	0	13	14	0	0	165	1984
5:10 PM	10	13	16	0	0	13	6	0	10	83	16	1	15	17	0	0	200	2012
5:15 PM	3	8	18	0	2	6	5	0	10	97	11	0	11	23	2	1	197	2047
5:20 PM	4	6	19	0	0	6	2	0	3	94	8	0	5	21	0	0	168	2048
5:25 PM	3	9	28	0	0	3	3	0	12	76	11	0	16	18	0	0	179	2066
5:30 PM	2	6	19	0	1	4	5	0	6	79	9	0	12	10	0	1	154	2057
5:35 PM	1	11	12	0	0	8	1	0	7	76	10	0	13	16	0	1	156	2031
5:40 PM	1	9	10	0	0	4	4	0	7	96	7	0	9	14	1	0	162	2011
5:45 PM	6	5	15	0	0	6	2	0	6	63	11	0	6	16	2	0	138	2001
5:50 PM	5	13	11	0	0	6	2	0	9	57	18	0	14	16	0	0	151	1983
5:55 PM	3	7	11	0	0	8	6	0	9	73	7	0	10	12	0	1	147	1964

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	108	212	0	8	100	52	0	92	1096	140	4	124	244	8	4	2260
Heavy Trucks	0	0	4		0	0	0		0	16	4		0	4	0		28
Pedestrians		8				0				8				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2011 12:48 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

APPENDIX B:
EXISTING CONDITIONS AND EXISTING PLUS PROJECT CONDITIONS ANALYSIS WORKSHEETS

EXISTING CONDITIONS

Scenario Report

Scenario:	Exist AM
Command:	Default Command
Volume:	Exist AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 E Leland Road/Loveridge Road	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000 V/C
# 2 SR EB Ramps/Loveridge Road	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000 V/C
# 3 California/N Park/Loveridge	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000 V/C
# 4 California Avenue/SR 4 WB Ramp	A	xxxxx	0.550	A	xxxxx	0.550	+ 0.000 V/C
# 5 Loveridge/Pittsburg-Antioch Hi	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C
# 6 Loveridge Road/Buchanan Road	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
# 7 W 10th/Auto Center Drive	A	xxxxx	0.395	A	xxxxx	0.395	+ 0.000 V/C
# 8	A	2.2	0.186	A	2.2	0.186	+ 0.000 D/V

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

Intersection #1 E Leland Road/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Loveridge Road						E Leland 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
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	133	507	85	238	318	119	207	197	140	158	702	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	507	85	238	318	119	207	197	140	158	702	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	507	85	238	318	119	207	197	140	158	702	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	507	85	238	318	119	207	197	140	158	702	220
RTOR Reduct:	0	0	85	0	0	114	0	0	73	0	0	131
RTOR Vol:	133	507	0	238	318	5	207	197	67	158	702	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	507	0	238	318	5	207	197	67	158	702	89
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	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3300	1650	3000	3300	1650	3000	3300	1650	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.00	0.08	0.10	0.00	0.07	0.06	0.04	0.05	0.21	0.05
Crit Volume:		253			119			104			351	
Crit Moves:		****			****			****			****	

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

Intersection #2 SR EB Ramps/Loveridge Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Loveridge Road						SR EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0 0	1	1 0	0 1	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	886	20	0	334	127	256	6	384	10	10	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	886	20	0	334	127	256	6	384	10	10	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	886	20	0	334	127	256	6	384	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	886	20	0	334	127	256	6	384	10	10	10
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	886	20	0	334	127	256	6	384	10	10	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	886	20	0	334	127	256	6	384	10	10	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	1.96	0.04	0.00	1.45	0.55	0.79	0.21	1.00	0.34	0.33	0.33
Final Sat.:	0	3364	76	0	2492	948	1363	357	1720	573	573	573
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.13	0.13	0.19	0.02	0.22	0.02	0.02	0.02
Crit Volume:		453			0				384		30	
Crit Moves:		****			****				****		****	

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

Intersection #3 California/N Park/Loveridge

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name:	Loveridge Road									California Avenue/N Park Boulevar								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	1	1	0	1	1	0	2	0	1	2	0	1	0	1	2	0	1	1	0
Volume Module:																				
Base Vol:	534	331			73	13	207			627	72	60			216	38	172			9
Growth Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Initial Bse:	534	331			73	13	207			627	72	60			216	38	172			9
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Volume:	534	331			73	13	207			627	72	60			216	38	172			9
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
Reduced Vol:	534	331			73	13	207			627	72	60			216	38	172			9
RTOR Reduct:	0	0			21	0	0			40	0	0			216	0	0			0
RTOR Vol:	534	331			52	13	207			587	72	60			0	38	172			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:	534	331			52	13	207			587	72	60			0	38	172			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	1.00	1.00			1.00	0.91	1.00			1.00	0.91	1.00			1.00
Lanes:	1.85	1.15			1.00	1.00	2.00			1.00	2.00	1.00			1.00	2.00	1.90			0.10
Final Sat.:	2778	1894			1650	1650	3300			1650	3000	1650			1650	3000	3136			164
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.17			0.03	0.01	0.06			0.36	0.02	0.04			0.00	0.01	0.05			0.05
Crit Volume:	288									587					60					91
Crit Moves:	****									****					****					****

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

Intersection #4 California Avenue/SR 4 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Street Name:	SR 4 WB Ramps						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 0 1	0	1	0 0 1	0	2	0 1	0 1
Volume Module:												
Base Vol:	11	48	106	59	102	14	24	183	15	992	244	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	48	106	59	102	14	24	183	15	992	244	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	48	106	59	102	14	24	183	15	992	244	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	48	106	59	102	14	24	183	15	992	244	136
RTOR Reduct:	0	0	106	0	0	0	0	0	0	0	0	59
RTOR Vol:	11	48	0	59	102	14	24	183	15	992	244	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	48	0	59	102	14	24	183	15	992	244	77
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	0.91	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	1.00	0.92	0.08	2.00	1.00	1.00
Final Sat.:	1500	1650	1650	1650	1451	199	1650	1525	125	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.00	0.04	0.07	0.07	0.01	0.12	0.12	0.33	0.15	0.05
Crit Volume:		48				116		198		496		
Crit Moves:		****				****		****		****		

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	0	0 1 0	1	0	0 1 0	1	0	1 0 1
Volume Module:												
Base Vol:	96	206	129	7	65	22	24	88	122	621	429	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	206	129	7	65	22	24	88	122	621	429	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	206	129	7	65	22	24	88	122	621	429	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	206	129	7	65	22	24	88	122	621	429	110
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	7
RTOR Vol:	96	206	129	7	65	22	24	88	122	621	429	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	206	129	7	65	22	24	88	122	621	429	103
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:	0.44	0.96	0.60	1.00	0.75	0.25	1.00	0.42	0.58	1.00	1.00	1.00
Final Sat.:	735	1577	988	1650	1233	417	1650	691	959	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.00	0.05	0.05	0.01	0.13	0.13	0.38	0.26	0.06
Crit Volume:		216			87			210		621		
Crit Moves:		****			****			****		****		

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

Intersection #6 Loveridge Road/Buchanan Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Loveridge 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:	Split Phase			Split Phase			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0	81	0	177	239	304	0	0	728	186								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	81	0	177	239	304	0	0	728	186								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	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	81	0	177	239	304	0	0	728	186								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	81	0	177	239	304	0	0	728	186								
RTOR Reduct:	0	0	0	0	0	177	0	0	0	0	0	81								
RTOR Vol:	0	0	0	81	0	0	239	304	0	0	728	105								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	0	0	0	81	0	0	239	304	0	0	728	105								
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	1.00	0.00	0.00	1.00	1.00								
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.14	0.18	0.00	0.00	0.42	0.06								
Crit Volume:	0			81			239				728									
Crit Moves:				****			****				****									

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

Intersection #7 W 10th/Auto Center Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	38	Level Of Service:	A	

Street Name:	Auto Center Drive						W 10th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	50	45	55	5	106	204	20	101	23	226	796	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:	50	45	55	5	106	204	20	101	23	226	796	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:	50	45	55	5	106	204	20	101	23	226	796	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	45	55	5	106	204	20	101	23	226	796	0
RTOR Reduct:	0	0	0	0	0	20	0	0	23	0	0	0
RTOR Vol:	50	45	55	5	106	184	20	101	0	226	796	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	45	55	5	106	184	20	101	0	226	796	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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1650	1650	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.03	0.11	0.01	0.03	0.00	0.14	0.24	0.00
Crit Volume:	50					184	20				398	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #8

Cycle (sec): 100 Critical Vol./Cap.(X): 0.186
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 2.2
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	41	251	0	0	61	0	1	0	31	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	251	0	0	61	0	1	0	31	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	251	0	0	61	0	1	0	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	251	0	0	61	0	1	0	31	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:	41	251	0	0	61	0	1	0	31	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	1.00	1.00	1.00	1.00	0.53	1.00	0.62	1.00	1.00	1.00
Lanes:	0.14	0.86	0.00	0.00	1.00	0.00	0.04	0.00	0.96	0.00	0.00	0.00
Final Sat.:	259	1584	0	0	1900	0	36	0	1128	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.00	0.00	0.03	0.00	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.83	0.83	0.00	0.00	0.83	0.00	0.17	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.19	0.19	0.00	0.00	0.04	0.00	0.16	0.00	0.08	0.00	0.00	0.00
Uniform Del:	1.3	1.3	0.0	0.0	1.1	0.0	27.1	0.0	17.4	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.85	0.85	0.00	0.00	0.85	0.00	0.85	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	1.1	1.1	0.0	0.0	0.9	0.0	23.1	0.0	14.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.1	1.1	0.0	0.0	0.9	0.0	23.1	0.0	14.8	0.0	0.0	0.0
DesignQueue:	3	3	0	0	1	0	1	0	1	0	0	0

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

Scenario Report

Scenario:	Exist PM
Command:	Default Command
Volume:	Exist PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 E Leland Road/Loveridge Road	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000 V/C
# 2 SR EB Ramps/Loveridge Road	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000 V/C
# 3 California/N Park/Loveridge	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
# 4 California Avenue/SR 4 WB Ramp	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
# 5 Loveridge/Pittsburg-Antioch Hi	E	xxxxx	0.968	E	xxxxx	0.968	+ 0.000 V/C
# 6 Loveridge Road/Buchanan Road	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 7 W 10th/Auto Center Drive	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000 V/C
# 8	A	9.8	0.000	A	9.8	0.000	+ 0.000 D/V
# 9	B	10.6	0.000	B	10.6	0.000	+ 0.000 D/V

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

Intersection #1 E Leland Road/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Loveridge Road						E Leland 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
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	106	439	155	264	376	127	440	1132	216	196	327	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	439	155	264	376	127	440	1132	216	196	327	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	439	155	264	376	127	440	1132	216	196	327	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	439	155	264	376	127	440	1132	216	196	327	194
RTOR Reduct:	0	0	108	0	0	127	0	0	58	0	0	145
RTOR Vol:	106	439	47	264	376	0	440	1132	158	196	327	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	439	47	264	376	0	440	1132	158	196	327	49
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	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3300	1650	3000	3300	1650	3000	3300	1650	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.03	0.09	0.11	0.00	0.15	0.34	0.10	0.07	0.10	0.03
Crit Volume:		220		132				566		98		
Crit Moves:		****		****				****		****		

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

Intersection #2 SR EB Ramps/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Loveridge Road						SR EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0 0	1	1 0	0 1	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	1057	36	0	519	111	744	10	272	10	10	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	1057	36	0	519	111	744	10	272	10	10	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	1057	36	0	519	111	744	10	272	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1057	36	0	519	111	744	10	272	10	10	10
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	1057	36	0	519	111	744	10	272	10	10	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	1057	36	0	519	111	744	10	272	10	10	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	1.93	0.07	0.00	1.65	0.35	1.00	0.47	0.53	0.34	0.33	0.33
Final Sat.:	0	3327	113	0	2834	606	1720	808	912	573	573	573
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.00	0.18	0.18	0.43	0.01	0.30	0.02	0.02	0.02
Crit Volume:		547			0			744			30	
Crit Moves:		****			****			****			****	

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

Intersection #3 California/N Park/Loveridge

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Loveridge Road						California Avenue/N Park Boulevar					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1	0 1	1	0 2	0 1	2	0 1	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	454	427	203	19	190	273	267	300	358	82	154	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	427	203	19	190	273	267	300	358	82	154	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	427	203	19	190	273	267	300	358	82	154	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	427	203	19	190	273	267	300	358	82	154	19
RTOR Reduct:	0	0	45	0	0	147	0	0	250	0	0	0
RTOR Vol:	454	427	158	19	190	126	267	300	108	82	154	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	427	158	19	190	126	267	300	108	82	154	19
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	0.91	1.00	1.00
Lanes:	1.55	1.45	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.78	0.22
Final Sat.:	2319	2399	1650	1650	3300	1650	3000	1650	1650	3000	2938	362
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.10	0.01	0.06	0.08	0.09	0.18	0.07	0.03	0.05	0.05
Crit Volume:	294					126		300			87	
Crit Moves:	****					****		****			****	

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

Intersection #4 California Avenue/SR 4 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	SR 4 WB Ramps						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 0 1	0	1	0 0 1	0	2	0 1	0 1
Volume Module:												
Base Vol:	26	37	252	49	56	18	9	624	10	591	230	89
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	26	37	252	49	56	18	9	624	10	591	230	89
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	26	37	252	49	56	18	9	624	10	591	230	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	37	252	49	56	18	9	624	10	591	230	89
RTOR Reduct:	0	0	252	0	0	0	0	0	0	0	0	49
RTOR Vol:	26	37	0	49	56	18	9	624	10	591	230	40
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	26	37	0	49	56	18	9	624	10	591	230	40
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		0.91 1.00	1.00	
Lanes:	1.00 1.00	1.00		1.00 0.76	0.24		1.00 0.98	0.02		2.00 1.00	1.00	
Final Sat.:	1500 1650	1650		1650 1249	401		1650 1624	26		3000 1650	1650	
Capacity Analysis Module:												
Vol/Sat:	0.02 0.02	0.00		0.03 0.04	0.04		0.01 0.38	0.38		0.20 0.14	0.02	
Crit Volume:	37				74		634			296		
Crit Moves:	****				****		****			****		

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	0	0 1 0	1	0	0 1 0	1	0	1 0 1
Volume Module:												
Base Vol:	118	55	571	102	173	14	4	550	99	191	145	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	55	571	102	173	14	4	550	99	191	145	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	55	571	102	173	14	4	550	99	191	145	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	55	571	102	173	14	4	550	99	191	145	15
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	15
RTOR Vol:	118	55	571	102	173	14	4	550	99	191	145	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:	118	55	571	102	173	14	4	550	99	191	145	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:	0.32	0.68	1.00	1.00	0.93	0.07	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	523	1127	1650	1650	1526	124	1650	1398	252	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.23	0.05	0.35	0.06	0.11	0.11	0.00	0.39	0.39	0.12	0.09	0.00
Crit Volume:			571			187		649		191		
Crit Moves:			****			****		****		****		

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

Intersection #6 Loveridge Road/Buchanan Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	Loveridge 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:	Split Phase			Split Phase			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0	254	0	216	138	806	0	0	399	163								
Growth Adj:	1.00	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	254	0	216	138	806	0	0	399	163								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	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	254	0	216	138	806	0	0	399	163								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	254	0	216	138	806	0	0	399	163								
RTOR Reduct:	0	0	0	0	0	138	0	0	0	0	0	163								
RTOR Vol:	0	0	0	254	0	78	138	806	0	0	399	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	0	0	0	254	0	78	138	806	0	0	399	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00								
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.05	0.08	0.47	0.00	0.00	0.23	0.00								
Crit Volume:	0			254			806			0										
Crit Moves:				****			****			****										

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

Intersection #7 W 10th/Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Auto Center Drive						W 10th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	43	103	213	7	86	45	99	951	117	141	196	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	103	213	7	86	45	99	951	117	141	196	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	103	213	7	86	45	99	951	117	141	196	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	103	213	7	86	45	99	951	117	141	196	3
RTOR Reduct:	0	0	0	0	0	45	0	0	43	0	0	3
RTOR Vol:	43	103	213	7	86	0	99	951	74	141	196	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	103	213	7	86	0	99	951	74	141	196	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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1650	1650	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.13	0.00	0.03	0.00	0.06	0.29	0.04	0.09	0.06	0.00
Crit Volume:			213	7				476		141		
Crit Moves:			****	****				****		****		

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

Intersection #8

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[9.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	0	0	0	1	0	0	0	0	1! 0	0	0	0	0	0
Volume Module:																
Base Vol:	30	44	0	0	257	0	1	0	32	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:	30	44	0	0	257	0	1	0	32	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:	30	44	0	0	257	0	1	0	32	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	30	44	0	0	257	0	1	0	32	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	257	xxxx	xxxxx	xxxx	xxxx	xxxxx	361	361	257	xxxx	xxxx	xxxxx				
Potent Cap.:	1320	xxxx	xxxxx	xxxx	xxxx	xxxxx	642	569	787	xxxx	xxxx	xxxxx				
Move Cap.:	1320	xxxx	xxxxx	xxxx	xxxx	xxxxx	631	556	787	xxxx	xxxx	xxxxx				
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.04	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	781	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			9.8			xxxxxx						
ApproachLOS:	*			*			A			*						

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

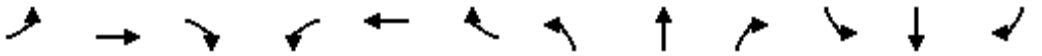
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9

Average Delay (sec/veh): 10.2 Worst Case Level Of Service: B[10.6]

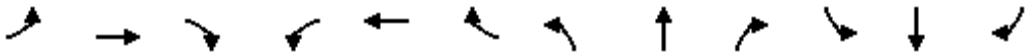
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	1	0	0		0	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	13	32	0		0		249	0					0	0	8				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:	13	32	0		0		249	0					0	0	8				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:	13	32	0		0		249	0					0	0	8				0	0	0			
Reduct Vol:	0	0	0		0		0	0					0	0	0				0	0	0			
FinalVolume:	13	32	0		0		249	0					0	0	8				0	0	0			
Critical Gap Module:																								
Critical Gp:	7.1	6.5	xxxxx	xxxxx			6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
FollowUpTim:	3.5	4.0	xxxxx	xxxxx			4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Capacity Module:																								
Cnflict Vol:	125	0	xxxxx	xxxx			8	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Potent Cap.:	854	900	xxxxx	xxxx			891	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Move Cap.:	670	900	xxxxx	xxxx			891	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Volume/Cap:	0.02	0.04	xxxx	xxxx			0.28	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx			1.1	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Control Del:	xxxxx	xxxx	xxxxx	xxxxx			10.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
LOS by Move:	*	*	*	*			B	*	*	*	*	*	*	*										
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	819	xxxx	xxxxx	xxxx			xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
SharedQueue:	0.2	xxxx	xxxxx	xxxxx			xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Shrd ConDel:	9.7	xxxx	xxxxx	xxxxx			xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Shared LOS:	A	*		*		*		*		*		*		*										
ApproachDel:		9.7					10.6				xxxxxx				xxxxxx									
ApproachLOS:		A					B				*				*									

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	207	197	140	158	702	220	133	507	85	238	318	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98	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	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)	3367	3471	1514	3367	3471	1513	1736	3471	1524	3367	3471	1514
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)	3367	3471	1514	3367	3471	1513	1736	3471	1524	3367	3471	1514
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	238	226	161	182	807	253	153	583	98	274	366	137
RTOR Reduction (vph)	0	0	93	0	0	149	0	0	43	0	0	116
Lane Group Flow (vph)	238	226	68	182	807	104	153	583	55	274	366	21
Confl. Peds. (#/hr)			9			10			5			10
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Actuated Green, G (s)	13.5	54.6	54.6	12.2	53.3	53.3	23.7	27.4	27.4	15.8	19.5	19.5
Effective Green, g (s)	13.5	54.6	54.6	12.2	53.3	53.3	23.7	27.4	27.4	15.8	19.5	19.5
Actuated g/C Ratio	0.10	0.42	0.42	0.09	0.41	0.41	0.18	0.21	0.21	0.12	0.15	0.15
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	350	1458	636	316	1423	620	316	732	321	409	521	227
v/s Ratio Prot	c0.07	0.07		0.05	c0.23		0.09	c0.17		0.08	c0.11	
v/s Ratio Perm			0.04			0.07			0.04			0.01
v/c Ratio	0.68	0.16	0.11	0.58	0.57	0.17	0.48	0.80	0.17	0.67	0.70	0.09
Uniform Delay, d1	56.2	23.4	22.9	56.4	29.5	24.3	47.7	48.7	42.0	54.6	52.5	47.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.78	0.53	1.00	1.00	1.00
Incremental Delay, d2	5.4	0.2	0.3	2.5	1.6	0.6	1.1	5.9	0.3	4.1	4.3	0.2
Delay (s)	61.5	23.6	23.2	59.0	31.1	24.9	37.7	43.7	22.6	58.7	56.8	47.8
Level of Service	E	C	C	E	C	C	D	D	C	E	E	D
Approach Delay (s)		37.9			33.9			40.1			55.9	
Approach LOS		D			C			D			E	

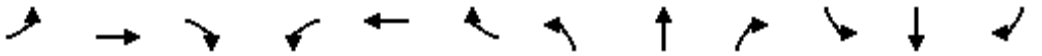
Intersection Summary			
HCM Average Control Delay	41.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	256	6	384	10	10	10	0	886	20	0	334	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		3.0			4.5			5.0	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.95			1.00			0.96	
Flt Protected		0.95	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1677	1495		1653			3332			3204	
Flt Permitted		0.95	1.00		0.98			1.00			1.00	
Satd. Flow (perm)		1677	1495		1653			3332			3204	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	294	7	441	11	11	11	0	1018	23	0	384	146
RTOR Reduction (vph)	0	0	343	0	11	0	0	1	0	0	28	0
Lane Group Flow (vph)	0	301	98	0	22	0	0	1040	0	0	502	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Split		Perm	Split								
Protected Phases	4	4		3	3			2			6	
Permitted Phases			4									
Actuated Green, G (s)		26.6	26.6		4.8			76.1			75.6	
Effective Green, g (s)		26.6	26.6		4.8			76.1			75.6	
Actuated g/C Ratio		0.22	0.22		0.04			0.63			0.63	
Clearance Time (s)		5.0	5.0		3.0			4.5			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		372	331		66			2113			2019	
v/s Ratio Prot		c0.18			c0.01			c0.31			0.16	
v/s Ratio Perm			0.07									
v/c Ratio		0.81	0.30		0.34			0.49			0.25	
Uniform Delay, d1		44.3	38.9		56.1			11.7			9.7	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		12.2	0.5		3.1			0.8			0.3	
Delay (s)		56.5	39.4		59.1			12.5			10.0	
Level of Service		E	D		E			B			B	
Approach Delay (s)		46.3			59.1			12.5			10.0	
Approach LOS		D			E			B			B	

Intersection Summary			
HCM Average Control Delay	23.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	54.2%	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												
Volume (vph)	72	60	216	38	172	9	534	331	73	13	207	627
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5		5.0	5.0	5.0	5.0	5.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
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	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	1759	1476	3242	3316		1521	3134	1495	1671	3343	1495
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3242	1759	1476	3242	3316		1521	3134	1495	1671	3343	1495
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	83	69	248	44	198	10	614	380	84	15	238	721
RTOR Reduction (vph)	0	0	218	0	3	0	0	0	18	0	0	0
Lane Group Flow (vph)	83	69	30	44	205	0	325	669	66	15	238	721
Confl. Peds. (#/hr)			1			1						
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Split		Perm	Split			Split		Perm	Split		Free
Protected Phases	2	2		6	6		8	8		4	4	
Permitted Phases			2						8			Free
Actuated Green, G (s)	10.0	10.0	10.0	11.5	11.5		28.3	28.3	28.3	12.4	12.4	83.2
Effective Green, g (s)	10.0	10.0	10.0	11.5	11.5		28.3	28.3	28.3	12.4	12.4	83.2
Actuated g/C Ratio	0.12	0.12	0.12	0.14	0.14		0.34	0.34	0.34	0.15	0.15	1.00
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5		5.0	5.0	5.0	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	
Lane Grp Cap (vph)	390	211	177	448	458		517	1066	509	249	498	1495
v/s Ratio Prot	0.03	0.04		0.01	0.06		c0.21	0.21		0.01	0.07	
v/s Ratio Perm			0.02						0.04			c0.48
v/c Ratio	0.21	0.33	0.17	0.10	0.45		0.63	0.63	0.13	0.06	0.48	0.48
Uniform Delay, d1	33.0	33.5	32.9	31.3	32.9		23.0	23.0	19.0	30.4	32.4	0.0
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	0.3	0.9	0.5	0.1	0.7		2.4	1.2	0.1	0.1	0.7	1.1
Delay (s)	33.3	34.4	33.3	31.4	33.6		25.4	24.2	19.1	30.5	33.2	1.1
Level of Service	C	C	C	C	C		C	C	B	C	C	A
Approach Delay (s)		33.5			33.2			24.2			9.4	
Approach LOS		C			C			C			A	

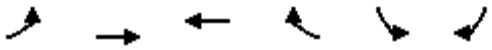
Intersection Summary			
HCM Average Control Delay	21.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	83.2	Sum of lost time (s)	5.0
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	183	15	992	244	136	11	48	106	59	102	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	4.0	3.0	3.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1719	1789		3335	1810	1491	1633	1718	1538	1719	1777	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1719	1789		3335	1810	1491	1633	1718	1538	1719	1777	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	28	210	17	1140	280	156	13	55	122	68	117	16
RTOR Reduction (vph)	0	2	0	0	0	50	0	0	0	0	4	0
Lane Group Flow (vph)	28	225	0	1140	280	106	12	56	122	68	129	0
Confl. Peds. (#/hr)						4						
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot			Prot		Perm	Split		Free	Split		
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases						6			Free			
Actuated Green, G (s)	4.9	35.7		51.1	81.4	81.4	6.0	6.0	120.0	13.7	13.7	
Effective Green, g (s)	4.9	35.7		51.1	81.4	81.4	6.0	6.0	120.0	13.7	13.7	
Actuated g/C Ratio	0.04	0.30		0.43	0.68	0.68	0.05	0.05	1.00	0.11	0.11	
Clearance Time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5		3.0	3.0	
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)	70	532		1420	1228	1011	82	86	1538	196	203	
v/s Ratio Prot	0.02	c0.13		c0.34	0.15		0.01	c0.03		0.04	c0.07	
v/s Ratio Perm						0.07			0.08			
v/c Ratio	0.40	0.42		0.80	0.23	0.10	0.15	0.65	0.08	0.35	0.63	
Uniform Delay, d1	56.1	33.9		30.1	7.3	6.7	54.5	56.0	0.0	49.0	50.8	
Progression Factor	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	2.5		3.4	0.4	0.2	0.8	16.3	0.1	1.1	6.3	
Delay (s)	59.8	36.3		33.4	7.8	6.9	55.4	72.3	0.1	50.1	57.1	
Level of Service	E	D		C	A	A	E	E	A	D	E	
Approach Delay (s)		38.9			26.2			24.9			54.7	
Approach LOS		D			C			C			D	

Intersection Summary			
HCM Average Control Delay	30.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	58.8%	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												
Volume (vph)	24	88	122	621	429	110	96	206	129	7	65	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0		5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		0.95		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00		0.99		1.00	1.00	
Flpb, ped/bikes	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		0.96		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1504	1434		1504	1583	1346		2823		1504	1524	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1504	1434		1504	1583	1346		2823		1504	1524	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	28	101	140	714	493	126	110	237	148	8	75	25
RTOR Reduction (vph)	0	34	0	0	0	36	0	32	0	0	9	0
Lane Group Flow (vph)	28	207	0	714	493	90	0	463	0	8	91	0
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Prot			Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						
Actuated Green, G (s)	4.8	29.0		53.0	77.2	77.2		25.0		14.0	14.0	
Effective Green, g (s)	4.8	29.0		53.0	77.2	77.2		25.0		14.0	14.0	
Actuated g/C Ratio	0.03	0.20		0.37	0.53	0.53		0.17		0.10	0.10	
Clearance Time (s)	5.0	7.0		5.0	7.0	7.0		6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	50	287		550	843	717		487		145	147	
v/s Ratio Prot	0.02	c0.14		c0.47	0.31			c0.16		0.01	c0.06	
v/s Ratio Perm						0.07						
v/c Ratio	0.56	0.72		1.30	0.58	0.13		0.95		0.06	0.62	
Uniform Delay, d1	69.1	54.2		46.0	23.0	17.0		59.4		59.5	62.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	13.6	8.7		147.2	3.0	0.4		28.5		0.2	7.5	
Delay (s)	82.6	62.9		193.2	26.0	17.4		87.9		59.7	70.5	
Level of Service	F	E		F	C	B		F		E	E	
Approach Delay (s)		65.0			114.7			87.9			69.7	
Approach LOS		E			F			F			E	

Intersection Summary			
HCM Average Control Delay	100.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

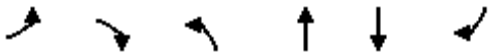


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	239	304	728	186	81	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1845	1845	1545	1752	1513
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	1845	1845	1545	1752	1513
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	275	349	837	214	93	203
RTOR Reduction (vph)	0	0	0	21	0	184
Lane Group Flow (vph)	275	349	837	193	93	19
Confl. Peds. (#/hr)				2	2	5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	25.0	107.2	77.2	77.2	12.3	12.3
Effective Green, g (s)	25.0	107.2	77.2	77.2	12.3	12.3
Actuated g/C Ratio	0.19	0.82	0.59	0.59	0.09	0.09
Clearance Time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	337	1521	1096	917	166	143
v/s Ratio Prot	c0.16	0.19	c0.45		c0.05	
v/s Ratio Perm				0.13		0.01
v/c Ratio	0.82	0.23	0.76	0.21	0.56	0.13
Uniform Delay, d1	50.3	2.5	19.6	12.3	56.3	54.0
Progression Factor	1.00	1.00	1.00	1.00	1.25	4.09
Incremental Delay, d2	14.1	0.4	5.1	0.5	4.0	0.4
Delay (s)	64.4	2.8	24.7	12.8	74.4	221.3
Level of Service	E	A	C	B	E	F
Approach Delay (s)		30.0	22.3		175.2	
Approach LOS		C	C		F	

Intersection Summary			
HCM Average Control Delay	47.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	72.8%	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												
Volume (vph)	20	101	23	226	796	0	50	45	55	5	106	204
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
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes	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		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3505		1752	3195		1752	3505	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1752	3505	1568	1752	3505		1752	3195		1752	3505	1568
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	23	116	26	260	915	0	57	52	63	6	122	234
RTOR Reduction (vph)	0	0	18	0	0	0	0	50	0	0	0	180
Lane Group Flow (vph)	23	116	8	260	915	0	57	65	0	6	122	54
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	0.7	14.2	14.2	8.7	22.2		2.1	9.8		0.5	8.2	8.2
Effective Green, g (s)	0.7	14.2	14.2	8.7	22.2		2.1	9.8		0.5	8.2	8.2
Actuated g/C Ratio	0.01	0.29	0.29	0.18	0.45		0.04	0.20		0.01	0.17	0.17
Clearance Time (s)	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
Lane Grp Cap (vph)	25	1012	453	310	1582		75	636		18	584	261
v/s Ratio Prot	c0.01	0.03		c0.15	c0.26		c0.03	0.02		0.00	c0.03	
v/s Ratio Perm			0.00									0.03
v/c Ratio	0.92	0.11	0.02	0.84	0.58		0.76	0.10		0.33	0.21	0.21
Uniform Delay, d1	24.2	12.9	12.5	19.6	10.0		23.3	16.1		24.2	17.7	17.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	144.2	0.1	0.0	17.7	0.5		35.7	0.1		10.6	0.2	0.4
Delay (s)	168.4	12.9	12.5	37.2	10.5		59.0	16.2		34.8	17.9	18.1
Level of Service	F	B	B	D	B		E	B		C	B	B
Approach Delay (s)		34.5			16.5			30.3			18.3	
Approach LOS		C			B			C			B	

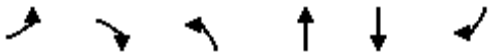
Intersection Summary			
HCM Average Control Delay	19.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	49.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	45	50	290	49	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	2	52	57	333	56	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				931		
pX, platoon unblocked						
vC, conflicting volume	338	28	56			
vC1, stage 1 conf vol	56					
vC2, stage 2 conf vol	282					
vCu, unblocked vol	338	28	56			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)	6.0					
tF (s)	3.6	3.4	2.3			
p0 queue free %	100	95	96			
cM capacity (veh/h)	673	1021	1504			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	2	52	57	167	167	38	19
Volume Left	2	0	57	0	0	0	0
Volume Right	0	52	0	0	0	0	0
cSH	673	1021	1504	1700	1700	1700	1700
Volume to Capacity	0.00	0.05	0.04	0.10	0.10	0.02	0.01
Queue Length 95th (ft)	0	4	3	0	0	0	0
Control Delay (s)	10.4	8.7	7.5	0.0	0.0	0.0	0.0
Lane LOS	B	A	A				
Approach Delay (s)	8.8		1.1			0.0	
Approach LOS	A						

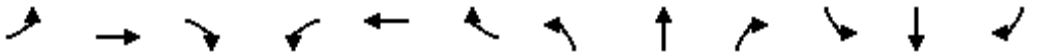
Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	19.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	2	6	286	47	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	2	7	329	54	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	232	27	54			
vC1, stage 1 conf vol	54					
vC2, stage 2 conf vol	178					
vCu, unblocked vol	232	27	54			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)	6.0					
tF (s)	3.6	3.4	2.3			
p0 queue free %	100	100	100			
cM capacity (veh/h)	783	1023	1507			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	2	7	164	164	36	18
Volume Left	0	7	0	0	0	0
Volume Right	2	0	0	0	0	0
cSH	1023	1507	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.10	0.10	0.02	0.01
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	8.5	7.4	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	8.5	0.2			0.0	
Approach LOS	A					

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	17.9%	ICU Level of Service	A
Analysis Period (min)	15		



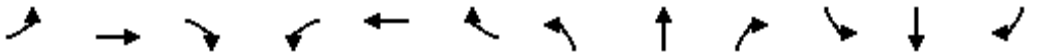
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	440	1132	216	196	327	194	106	439	155	264	376	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.96	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	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1522	3433	3539	1528	1770	3539	1552	3433	3539	1542
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)	3433	3539	1522	3433	3539	1528	1770	3539	1552	3433	3539	1542
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)	463	1192	227	206	344	204	112	462	163	278	396	134
RTOR Reduction (vph)	0	0	62	0	0	128	0	0	93	0	0	113
Lane Group Flow (vph)	463	1192	165	206	344	76	112	462	70	278	396	21
Confl. Peds. (#/hr)			19			17			6			11
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Actuated Green, G (s)	22.7	60.5	60.5	10.7	48.5	48.5	18.3	23.4	23.4	15.4	20.5	20.5
Effective Green, g (s)	22.7	60.5	60.5	10.7	48.5	48.5	18.3	23.4	23.4	15.4	20.5	20.5
Actuated g/C Ratio	0.17	0.47	0.47	0.08	0.37	0.37	0.14	0.18	0.18	0.12	0.16	0.16
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	599	1647	708	283	1320	570	249	637	279	407	558	243
v/s Ratio Prot	c0.13	c0.34		0.06	0.10		0.06	c0.13		0.08	c0.11	
v/s Ratio Perm			0.11			0.05			0.05			0.01
v/c Ratio	0.77	0.72	0.23	0.73	0.26	0.13	0.45	0.73	0.25	0.68	0.71	0.09
Uniform Delay, d1	51.2	28.0	20.8	58.2	28.3	26.9	51.2	50.3	45.8	55.0	51.9	46.8
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	6.2	2.8	0.8	9.0	0.5	0.5	1.3	4.1	0.5	4.7	4.1	0.2
Delay (s)	57.3	30.8	21.6	67.2	28.8	27.4	52.5	54.4	46.3	59.6	56.1	46.9
Level of Service	E	C	C	E	C	C	D	D	D	E	E	D
Approach Delay (s)		36.2			38.9			52.3			55.8	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM Average Control Delay	43.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	75.8%	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												
Volume (vph)	744	10	272	10	10	10	0	1057	36	0	519	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		3.0			4.5			5.0	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.95			1.00			0.97	
Flt Protected		0.95	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1758	1568		1733			3484			3412	
Flt Permitted		0.95	1.00		0.98			1.00			1.00	
Satd. Flow (perm)		1758	1568		1733			3484			3412	
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)	783	11	286	11	11	11	0	1113	38	0	546	117
RTOR Reduction (vph)	0	0	119	0	11	0	0	2	0	0	14	0
Lane Group Flow (vph)	0	794	167	0	22	0	0	1149	0	0	649	0
Confl. Peds. (#/hr)									7			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split		Perm	Split								
Protected Phases	4	4		3	3			2			6	
Permitted Phases			4									
Actuated Green, G (s)		45.0	45.0		4.8			57.7			57.2	
Effective Green, g (s)		45.0	45.0		4.8			57.7			57.2	
Actuated g/C Ratio		0.38	0.38		0.04			0.48			0.48	
Clearance Time (s)		5.0	5.0		3.0			4.5			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		659	588		69			1675			1626	
v/s Ratio Prot		c0.45			c0.01			c0.33			0.19	
v/s Ratio Perm			0.11									
v/c Ratio		1.20	0.28		0.33			0.69			0.40	
Uniform Delay, d1		37.5	26.2		56.0			24.1			20.3	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		106.1	0.3		2.7			2.3			0.7	
Delay (s)		143.6	26.5		58.8			26.4			21.0	
Level of Service		F	C		E			C			C	
Approach Delay (s)		112.6			58.8			26.4			21.0	
Approach LOS		F			E			C			C	

Intersection Summary			
HCM Average Control Delay	57.4	HCM Level of Service	E
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	86.7%	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												
Volume (vph)	267	300	358	82	154	19	454	427	203	19	190	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5		5.0	5.0	5.0	5.0	5.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	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	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	1845	1547	3400	3442		1595	3310	1568	1752	3505	1549
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	1845	1547	3400	3442		1595	3310	1568	1752	3505	1549
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)	281	316	377	86	162	20	478	449	214	20	200	287
RTOR Reduction (vph)	0	0	278	0	6	0	0	0	52	0	0	0
Lane Group Flow (vph)	281	316	99	86	176	0	301	626	162	20	200	287
Confl. Peds. (#/hr)			2			1						1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split		Perm	Split			Split		Perm	Split		Free
Protected Phases	2	2		6	6		8	8		4	4	
Permitted Phases			2						8			Free
Actuated Green, G (s)	26.6	26.6	26.6	11.4	11.4		30.5	30.5	30.5	12.1	12.1	101.6
Effective Green, g (s)	26.6	26.6	26.6	11.4	11.4		30.5	30.5	30.5	12.1	12.1	101.6
Actuated g/C Ratio	0.26	0.26	0.26	0.11	0.11		0.30	0.30	0.30	0.12	0.12	1.00
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5		5.0	5.0	5.0	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	
Lane Grp Cap (vph)	890	483	405	381	386		479	994	471	209	417	1549
v/s Ratio Prot	0.08	c0.17		0.03	c0.05		0.19	c0.19		0.01	c0.06	
v/s Ratio Perm			0.06						0.10			0.19
v/c Ratio	0.32	0.65	0.24	0.23	0.46		0.63	0.63	0.34	0.10	0.48	0.19
Uniform Delay, d1	30.2	33.4	29.6	41.1	42.2		30.7	30.7	27.7	39.9	41.8	0.0
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	0.2	3.2	0.3	0.3	0.9		2.6	1.3	0.4	0.2	0.9	0.3
Delay (s)	30.4	36.6	29.9	41.4	43.1		33.2	31.9	28.2	40.1	42.7	0.3
Level of Service	C	D	C	D	D		C	C	C	D	D	A
Approach Delay (s)		32.2			42.5			31.6			18.6	
Approach LOS		C			D			C			B	

Intersection Summary			
HCM Average Control Delay	30.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	101.6	Sum of lost time (s)	21.0
Intersection Capacity Utilization	62.9%	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												
Volume (vph)	9	624	10	591	230	89	26	37	252	49	56	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	4.0	3.0	3.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	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		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1840		3400	1845	1568	1665	1746	1549	1752	1777	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1752	1840		3400	1845	1568	1665	1746	1549	1752	1777	
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)	9	657	11	622	242	94	27	39	265	52	59	19
RTOR Reduction (vph)	0	0	0	0	0	24	0	0	0	0	10	0
Lane Group Flow (vph)	9	668	0	622	242	70	24	42	265	52	68	0
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot			Prot		Perm	Split		Free	Split		
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases						6			Free			
Actuated Green, G (s)	1.5	63.8		27.5	89.3	89.3	6.5	6.5	120.0	8.7	8.7	
Effective Green, g (s)	1.5	63.8		27.5	89.3	89.3	6.5	6.5	120.0	8.7	8.7	
Actuated g/C Ratio	0.01	0.53		0.23	0.74	0.74	0.05	0.05	1.00	0.07	0.07	
Clearance Time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5		3.0	3.0	
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)	22	978		779	1373	1167	90	95	1549	127	129	
v/s Ratio Prot	0.01	c0.36		c0.18	0.13		0.01	c0.02		0.03	c0.04	
v/s Ratio Perm						0.04			0.17			
v/c Ratio	0.41	0.68		0.80	0.18	0.06	0.27	0.44	0.17	0.41	0.53	
Uniform Delay, d1	58.8	20.7		43.6	4.5	4.1	54.5	55.0	0.0	53.2	53.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	11.9	3.9		5.7	0.3	0.1	1.6	3.3	0.2	2.1	3.8	
Delay (s)	70.7	24.5		49.4	4.8	4.2	56.1	58.3	0.2	55.3	57.5	
Level of Service	E	C		D	A	A	E	E	A	E	E	
Approach Delay (s)		25.1			33.7			11.6			56.6	
Approach LOS		C			C			B			E	

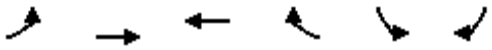
Intersection Summary			
HCM Average Control Delay	28.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	550	99	191	145	15	118	55	571	102	173	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0		5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85		0.88		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1547	1591		1547	1629	1384		2717		1547	1606	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1547	1591		1547	1629	1384		2717		1547	1606	
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)	4	579	104	201	153	16	124	58	601	107	182	15
RTOR Reduction (vph)	0	4	0	0	0	8	0	306	0	0	3	0
Lane Group Flow (vph)	4	679	0	201	153	8	0	477	0	107	194	0
Confl. Peds. (#/hr)												4
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot			Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						
Actuated Green, G (s)	1.4	51.7		14.0	64.3	64.3		24.0		21.3	21.3	
Effective Green, g (s)	1.4	51.7		14.0	64.3	64.3		24.0		21.3	21.3	
Actuated g/C Ratio	0.01	0.38		0.10	0.48	0.48		0.18		0.16	0.16	
Clearance Time (s)	5.0	7.0		5.0	7.0	7.0		6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	16	609		160	776	659		483		244	253	
v/s Ratio Prot	0.00	c0.43		c0.13	0.09			c0.18		0.07	c0.12	
v/s Ratio Perm						0.01						
v/c Ratio	0.25	1.11		1.26	0.20	0.01		1.08dr		0.44	0.77	
Uniform Delay, d1	66.3	41.6		60.5	20.4	18.6		55.4		51.4	54.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	8.1	72.1		156.1	0.1	0.0		37.4		1.3	13.1	
Delay (s)	74.3	113.7		216.6	20.6	18.6		92.8		52.7	67.6	
Level of Service	E	F		F	C	B		F		D	E	
Approach Delay (s)		113.5			127.0			92.8			62.4	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM Average Control Delay	101.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	109.1%	ICU Level of Service	H
Analysis Period (min)	15		

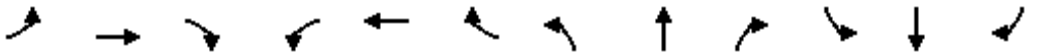
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	138	806	399	163	254	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	1881	1881	1577	1787	1545
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1787	1881	1881	1577	1787	1545
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	145	848	420	172	267	227
RTOR Reduction (vph)	0	0	0	25	0	185
Lane Group Flow (vph)	145	848	420	147	267	42
Confl. Peds. (#/hr)				1	6	4
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	17.2	107.5	85.3	85.3	27.0	27.0
Effective Green, g (s)	17.2	107.5	85.3	85.3	27.0	27.0
Actuated g/C Ratio	0.12	0.74	0.59	0.59	0.19	0.19
Clearance Time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	212	1395	1107	928	333	288
v/s Ratio Prot	0.08	c0.45	0.22		c0.15	
v/s Ratio Perm				0.09		0.03
v/c Ratio	0.68	0.61	0.38	0.16	0.80	0.15
Uniform Delay, d1	61.3	8.8	15.8	13.6	56.4	49.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.8	2.0	1.0	0.4	13.0	0.2
Delay (s)	70.1	10.8	16.8	13.9	69.4	49.6
Level of Service	E	B	B	B	E	D
Approach Delay (s)		19.5	16.0		60.3	
Approach LOS		B	B		E	

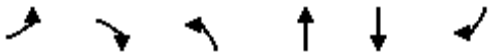
Intersection Summary			
HCM Average Control Delay	28.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	99	951	117	141	196	3	43	103	213	7	86	45
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	3.0		4.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	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)	1770	3539	1562	1770	3539	1561	1770	3151		1770	3539	1557
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)	1770	3539	1562	1770	3539	1561	1770	3151		1770	3539	1557
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)	104	1001	123	148	206	3	45	108	224	7	91	47
RTOR Reduction (vph)	0	0	33	0	0	2	0	182	0	0	0	40
Lane Group Flow (vph)	104	1001	90	148	206	1	45	150	0	7	91	7
Confl. Peds. (#/hr)			2			3			3			6
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	7.7	28.2	28.2	9.1	29.6	29.6	2.9	12.1		0.8	10.0	10.0
Effective Green, g (s)	7.7	28.2	28.2	9.1	29.6	29.6	2.9	12.1		0.8	10.0	10.0
Actuated g/C Ratio	0.12	0.43	0.43	0.14	0.45	0.45	0.04	0.19		0.01	0.15	0.15
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0		4.0	3.0	3.0
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)	209	1531	676	247	1607	709	79	585		22	543	239
v/s Ratio Prot	0.06	c0.28		c0.08	0.06		c0.03	c0.05		0.00	0.03	
v/s Ratio Perm			0.06			0.00						0.00
v/c Ratio	0.50	0.65	0.13	0.60	0.13	0.00	0.57	0.26		0.32	0.17	0.03
Uniform Delay, d1	26.9	14.6	11.1	26.3	10.3	9.7	30.5	22.7		31.9	24.0	23.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.9	1.0	0.1	3.9	0.0	0.0	9.1	0.2		8.2	0.1	0.1
Delay (s)	28.8	15.7	11.2	30.2	10.4	9.7	39.6	22.9		40.1	24.1	23.5
Level of Service	C	B	B	C	B	A	D	C		D	C	C
Approach Delay (s)		16.3			18.6			24.9			24.7	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	65.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

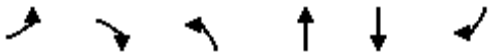
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	32	30	44	257	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	34	32	46	271	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				1001		
pX, platoon unblocked						
vC, conflicting volume	357	135	271			
vC1, stage 1 conf vol	271					
vC2, stage 2 conf vol	86					
vCu, unblocked vol	357	135	271			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	98			
cM capacity (veh/h)	704	879	1268			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	1	34	32	23	23	180	90
Volume Left	1	0	32	0	0	0	0
Volume Right	0	34	0	0	0	0	0
cSH	704	879	1268	1700	1700	1700	1700
Volume to Capacity	0.00	0.04	0.02	0.01	0.01	0.11	0.05
Queue Length 95th (ft)	0	3	2	0	0	0	0
Control Delay (s)	10.1	9.3	7.9	0.0	0.0	0.0	0.0
Lane LOS	B	A	A				
Approach Delay (s)	9.3		3.2			0.0	
Approach LOS	A						

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	23.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	8	13	32	249	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	8	14	34	262	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	306	131	262			
vC1, stage 1 conf vol	262					
vC2, stage 2 conf vol	44					
vCu, unblocked vol	306	131	262			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	99			
cM capacity (veh/h)	723	885	1278			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	8	14	17	17	175	87
Volume Left	0	14	0	0	0	0
Volume Right	8	0	0	0	0	0
cSH	885	1278	1700	1700	1700	1700
Volume to Capacity	0.01	0.01	0.01	0.01	0.10	0.05
Queue Length 95th (ft)	1	1	0	0	0	0
Control Delay (s)	9.1	7.8	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	9.1	2.3			0.0	
Approach LOS	A					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	20.8%	ICU Level of Service	A
Analysis Period (min)	15		

EXISTING PLUS PROJECT (MAXIMUM PERMITTED OPERATING CONDITIONS)

Scenario Report

Scenario:	Exist + Project (Max) AM
Command:	Default Command
Volume:	Exist AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Project (Max) AM
Trip Distribution:	Project Dist
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Trip Generation Report

Forecast for Maximum Permitted AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Mt Diablo RR	1.00	Project Site	544.00	478.00	544	478	1022	100.0
	Zone 1 Subtotal					544	478	1022	100.0
TOTAL						544	478	1022	100.0

Trip Distribution Report

Percent Of Trips Distribution

	To Gates								
Zone	1	2	3	4	5	6	7	8	9
1	6.0	5.0	3.0	3.0	2.0	35.0	40.0	4.0	2.0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 E Leland Road/Loveridge Road	A	xxxxx	0.515	A	xxxxx	0.539	+ 0.024 V/C
# 2 SR EB Ramps/Loveridge Road	A	xxxxx	0.504	A	xxxxx	0.562	+ 0.058 V/C
# 3 California/N Park/Loveridge	B	xxxxx	0.639	C	xxxxx	0.788	+ 0.148 V/C
# 4 California Avenue/SR 4 WB Ramp	A	xxxxx	0.550	B	xxxxx	0.606	+ 0.056 V/C
# 5 Loveridge/Pittsburg-Antioch Hi	B	xxxxx	0.687	F	xxxxx	1.100	+ 0.413 V/C
# 6 Loveridge Road/Buchanan Road	B	xxxxx	0.609	B	xxxxx	0.633	+ 0.024 V/C
# 7 W 10th/Auto Center Drive	A	xxxxx	0.395	A	xxxxx	0.412	+ 0.017 V/C
# 8	A	2.2	0.186	B	12.1	0.890	+ 9.877 D/V

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

Intersection #1 E Leland Road/Loveridge Road

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.539
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 | Level Of Service: A

Street Name:	Loveridge Road						E Leland 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
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	133	507	85	238	318	119	207	197	140	158	702	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	507	85	238	318	119	207	197	140	158	702	220
Added Vol:	0	44	0	10	38	19	22	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	551	85	248	356	138	229	197	140	158	702	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	551	85	248	356	138	229	197	140	158	702	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	551	85	248	356	138	229	197	140	158	702	231
RTOR Reduct:	0	0	85	0	0	126	0	0	73	0	0	136
RTOR Vol:	133	551	0	248	356	12	229	197	67	158	702	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	551	0	248	356	12	229	197	67	158	702	95
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	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3300	1650	3000	3300	1650	3000	3300	1650	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.00	0.08	0.11	0.01	0.08	0.06	0.04	0.05	0.21	0.06
Crit Volume:		276			124			115			351	
Crit Moves:		****			****			****			****	

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

Intersection #2 SR EB Ramps/Loveridge Road

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 | Level Of Service: A

Street Name:	Loveridge Road						SR EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0 0	1	1 0	0 1	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	886	20	0	334	127	256	6	384	10	10	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	886	20	0	334	127	256	6	384	10	10	10
Added Vol:	0	76	0	0	67	191	190	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	962	20	0	401	318	446	6	384	10	10	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	962	20	0	401	318	446	6	384	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	962	20	0	401	318	446	6	384	10	10	10
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	962	20	0	401	318	446	6	384	10	10	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	962	20	0	401	318	446	6	384	10	10	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	1.96	0.04	0.00	1.12	0.88	1.00	0.08	0.92	0.34	0.33	0.33
Final Sat.:	0	3370	70	0	1919	1521	1720	140	1580	573	573	573
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.00	0.21	0.21	0.26	0.04	0.24	0.02	0.02	0.02
Crit Volume:		491			0			446			30	
Crit Moves:		****			****			****			****	

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

Intersection #3 California/N Park/Loveridge

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

Street Name:	Loveridge Road						California Avenue/N Park Boulevar					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1	0 1	1	0 2	0 1	2	0 1	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	534	331	73	13	207	627	72	60	216	38	172	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	534	331	73	13	207	627	72	60	216	38	172	9
Added Vol:	0	267	0	0	258	167	218	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	534	598	73	13	465	794	290	60	216	38	172	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	534	598	73	13	465	794	290	60	216	38	172	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	534	598	73	13	465	794	290	60	216	38	172	9
RTOR Reduct:	0	0	21	0	0	160	0	0	216	0	0	0
RTOR Vol:	534	598	52	13	465	635	290	60	0	38	172	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:	534	598	52	13	465	635	290	60	0	38	172	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	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	1.42	1.58	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.90	0.10
Final Sat.:	2123	2615	1650	1650	3300	1650	3000	1650	1650	3000	3136	164
Capacity Analysis Module:												
Vol/Sat:	0.25	0.23	0.03	0.01	0.14	0.38	0.10	0.04	0.00	0.01	0.05	0.05
Crit Volume:	377					635	145				91	
Crit Moves:	****					****	****				****	

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

Intersection #4 California Avenue/SR 4 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	SR 4 WB Ramps						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 0 1	0	1	0 0 1	0	2	0 1	0 1
Volume Module:												
Base Vol:	11	48	106	59	102	14	24	183	15	992	244	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	48	106	59	102	14	24	183	15	992	244	136
Added Vol:	0	0	218	0	0	0	0	0	0	167	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	48	324	59	102	14	24	183	15	1159	244	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	48	324	59	102	14	24	183	15	1159	244	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	48	324	59	102	14	24	183	15	1159	244	136
RTOR Reduct:	0	0	324	0	0	0	0	0	0	0	0	59
RTOR Vol:	11	48	0	59	102	14	24	183	15	1159	244	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	48	0	59	102	14	24	183	15	1159	244	77
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	0.91	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	1.00	0.92	0.08	2.00	1.00	1.00
Final Sat.:	1500	1650	1650	1650	1451	199	1650	1525	125	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.00	0.04	0.07	0.07	0.01	0.12	0.12	0.39	0.15	0.05
Crit Volume:		48				116		198		580		
Crit Moves:		****				****		****		****		

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 1.100
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 0 1	0	1	0 0 1	0	1	0 1	0 1
Volume Module:												
Base Vol:	96	206	129	7	65	22	24	88	122	621	429	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	206	129	7	65	22	24	88	122	621	429	110
Added Vol:	0	484	0	38	425	14	16	0	0	0	0	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	690	129	45	490	36	40	88	122	621	429	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	690	129	45	490	36	40	88	122	621	429	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	690	129	45	490	36	40	88	122	621	429	154
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	45
RTOR Vol:	96	690	129	45	490	36	40	88	122	621	429	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	690	129	45	490	36	40	88	122	621	429	109
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:	0.21	1.51	0.28	1.00	0.93	0.07	1.00	0.42	0.58	1.00	1.00	1.00
Final Sat.:	346	2489	465	1650	1537	113	1650	691	959	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.03	0.32	0.32	0.02	0.13	0.13	0.38	0.26	0.07
Crit Volume:			458			526			210			621
Crit Moves:			****			****			****			****

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

Intersection #6 Loveridge Road/Buchanan Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Loveridge 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:	Split Phase			Split Phase			Protected			Protected								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0	81	0	177	239	304	0	0	728	186								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	81	0	177	239	304	0	0	728	186								
Added Vol:	0	0	0	14	0	24	27	0	0	0	0	16								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	95	0	201	266	304	0	0	728	202								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	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	95	0	201	266	304	0	0	728	202								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	95	0	201	266	304	0	0	728	202								
RTOR Reduct:	0	0	0	0	0	201	0	0	0	0	0	95								
RTOR Vol:	0	0	0	95	0	0	266	304	0	0	728	107								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	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	95	0	0	266	304	0	0	728	107								
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	1.00	0.00	0.00	1.00	1.00								
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.15	0.18	0.00	0.00	0.42	0.06								
Crit Volume:	0			95			266				728									
Crit Moves:				****			****				****									

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

Intersection #7 W 10th/Auto Center Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.412
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Auto Center Drive						W 10th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	50	45	55	5	106	204	20	101	23	226	796	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:	50	45	55	5	106	204	20	101	23	226	796	0
Added Vol:	11	0	0	0	0	0	0	29	10	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	45	55	5	106	204	20	130	33	226	829	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:	61	45	55	5	106	204	20	130	33	226	829	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	45	55	5	106	204	20	130	33	226	829	0
RTOR Reduct:	0	0	0	0	0	20	0	0	33	0	0	0
RTOR Vol:	61	45	55	5	106	184	20	130	0	226	829	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:	61	45	55	5	106	184	20	130	0	226	829	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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1650	1650	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.00	0.03	0.11	0.01	0.04	0.00	0.14	0.25	0.00
Crit Volume:	61					184	20				414	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #8

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.890
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.1
Optimal Cycle: 169 | Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	0	0 0	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	41	251	0	0	61	0	1	0	31	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	251	0	0	61	0	1	0	31	0	0	0
Added Vol:	544	0	0	0	0	0	0	0	478	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	585	251	0	0	61	0	1	0	509	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:	585	251	0	0	61	0	1	0	509	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	251	0	0	61	0	1	0	509	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:	585	251	0	0	61	0	1	0	509	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	1.00	1.00	1.00	1.00	0.76	1.00	0.76	1.00	1.00	1.00
Lanes:	0.70	0.30	0.00	0.00	1.00	0.00	0.01	0.00	0.99	0.00	0.00	0.00
Final Sat.:	1090	468	0	0	1900	0	3	0	1441	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.00	0.00	0.03	0.00	0.35	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.60	0.60	0.00	0.00	0.60	0.00	0.40	0.00	0.79	0.00	0.00	0.00
Volume/Cap:	0.89	0.89	0.00	0.00	0.05	0.00	0.89	0.00	0.44	0.00	0.00	0.00
Uniform Del:	12.9	12.9	0.0	0.0	6.2	0.0	21.4	0.0	2.5	0.0	0.0	0.0
IncremntDel:	7.5	7.5	0.0	0.0	0.0	0.0	11.2	0.0	0.2	0.0	0.0	0.0
Delay Adj:	0.85	0.85	0.00	0.00	0.85	0.00	0.85	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	18.5	18.5	0.0	0.0	5.3	0.0	29.4	0.0	2.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	18.5	0.0	0.0	5.3	0.0	29.4	0.0	2.3	0.0	0.0	0.0
DesignQueue:	21	21	0	0	1	0	18	0	6	0	0	0

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

Scenario Report

Scenario:	Exist + Project (Max) PM
Command:	Default Command
Volume:	Exist PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Project (Max) PM
Trip Distribution:	Project Dist
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Trip Generation Report

Forecast for Maximum Permitted PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Mt Diablo RR	1.00	Project Site	399.00	388.00	399	388	787	100.0
	Zone 1 Subtotal					399	388	787	100.0
TOTAL						399	388	787	100.0

Trip Distribution Report

Percent Of Trips Distribution

	To Gates								
Zone	1	2	3	4	5	6	7	8	9
1	6.0	5.0	3.0	3.0	2.0	35.0	40.0	4.0	2.0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 E Leland Road/Loveridge Road	B	xxxxx	0.629	B	xxxxx	0.642	+ 0.012 V/C
# 2 SR EB Ramps/Loveridge Road	C	xxxxx	0.768	D	xxxxx	0.865	+ 0.098 V/C
# 3 California/N Park/Loveridge	A	xxxxx	0.506	A	xxxxx	0.595	+ 0.088 V/C
# 4 California Avenue/SR 4 WB Ramp	B	xxxxx	0.649	B	xxxxx	0.694	+ 0.045 V/C
# 5 Loveridge/Pittsburg-Antioch Hi	E	xxxxx	0.968	F	xxxxx	1.185	+ 0.216 V/C
# 6 Loveridge Road/Buchanan Road	B	xxxxx	0.616	B	xxxxx	0.623	+ 0.007 V/C
# 7 W 10th/Auto Center Drive	A	xxxxx	0.507	A	xxxxx	0.514	+ 0.007 V/C
# 8	A	9.8	0.000	B	14.9	0.000	+ 5.108 D/V
# 9	B	10.6	0.000	B	11.0	0.000	+ 0.395 D/V

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

Intersection #1 E Leland Road/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	Loveridge Road						E Leland 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
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	106	439	155	264	376	127	440	1132	216	196	327	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	439	155	264	376	127	440	1132	216	196	327	194
Added Vol:	0	32	0	8	31	16	16	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	471	155	272	407	143	456	1132	216	196	327	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	471	155	272	407	143	456	1132	216	196	327	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	471	155	272	407	143	456	1132	216	196	327	202
RTOR Reduct:	0	0	108	0	0	143	0	0	58	0	0	150
RTOR Vol:	106	471	47	272	407	0	456	1132	158	196	327	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:	106	471	47	272	407	0	456	1132	158	196	327	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	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3300	1650	3000	3300	1650	3000	3300	1650	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.03	0.09	0.12	0.00	0.15	0.34	0.10	0.07	0.10	0.03
Crit Volume:		236		136				566		98		
Crit Moves:		****		****				****		****		

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

Intersection #2 SR EB Ramps/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	138	Level Of Service:	D

Street Name:	Loveridge Road						SR EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0 0	1	1 0	0 1	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	1057	36	0	519	111	744	10	272	10	10	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	1057	36	0	519	111	744	10	272	10	10	10
Added Vol:	0	56	0	0	54	155	140	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1113	36	0	573	266	884	10	272	10	10	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	1113	36	0	573	266	884	10	272	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1113	36	0	573	266	884	10	272	10	10	10
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	1113	36	0	573	266	884	10	272	10	10	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	1113	36	0	573	266	884	10	272	10	10	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	1.94	0.06	0.00	1.37	0.63	1.00	0.53	0.47	0.34	0.33	0.33
Final Sat.:	0	3332	108	0	2349	1091	1720	918	802	573	573	573
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.00	0.24	0.24	0.51	0.01	0.34	0.02	0.02	0.02
Crit Volume:		575			0			884			30	
Crit Moves:		****			****			****			****	

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

Intersection #3 California/N Park/Loveridge

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	Loveridge Road						California Avenue/N Park Boulevar					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1	0 1	1	0 2	0 1	2	0 1	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	454	427	203	19	190	273	267	300	358	82	154	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	427	203	19	190	273	267	300	358	82	154	19
Added Vol:	0	196	0	0	210	136	160	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	623	203	19	400	409	427	300	358	82	154	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	623	203	19	400	409	427	300	358	82	154	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	623	203	19	400	409	427	300	358	82	154	19
RTOR Reduct:	0	0	45	0	0	235	0	0	250	0	0	0
RTOR Vol:	454	623	158	19	400	174	427	300	108	82	154	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	623	158	19	400	174	427	300	108	82	154	19
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	0.91	1.00	1.00
Lanes:	1.26	1.74	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.78	0.22
Final Sat.:	1897	2863	1650	1650	3300	1650	3000	1650	1650	3000	2938	362
Capacity Analysis Module:												
Vol/Sat:	0.24	0.22	0.10	0.01	0.12	0.11	0.14	0.18	0.07	0.03	0.05	0.05
Crit Volume:	359				200			300			87	
Crit Moves:	****				****			****			****	

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

Intersection #4 California Avenue/SR 4 WB Ramps

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.694
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 | Level Of Service: B

Street Name:	SR 4 WB Ramps						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 0 1	0	1	0 0 1	0	2	0 1	0 1
Volume Module:												
Base Vol:	26	37	252	49	56	18	9	624	10	591	230	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	37	252	49	56	18	9	624	10	591	230	89
Added Vol:	0	0	160	0	0	0	0	0	0	136	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	37	412	49	56	18	9	624	10	727	230	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	37	412	49	56	18	9	624	10	727	230	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	37	412	49	56	18	9	624	10	727	230	89
RTOR Reduct:	0	0	400	0	0	0	0	0	0	0	0	49
RTOR Vol:	26	37	12	49	56	18	9	624	10	727	230	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	37	12	49	56	18	9	624	10	727	230	40
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	0.91	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.76	0.24	1.00	0.98	0.02	2.00	1.00	1.00
Final Sat.:	1500	1650	1650	1650	1249	401	1650	1624	26	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.03	0.04	0.04	0.01	0.38	0.38	0.24	0.14	0.02
Crit Volume:		37				74		634		364		
Crit Moves:		****				****		****		****		

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 1.185
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 0 1	0	1	0 0 1	0	1	0 1	0 1
Volume Module:												
Base Vol:	118	55	571	102	173	14	4	550	99	191	145	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	55	571	102	173	14	4	550	99	191	145	15
Added Vol:	0	355	0	31	345	12	12	0	0	0	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	410	571	133	518	26	16	550	99	191	145	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	410	571	133	518	26	16	550	99	191	145	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	410	571	133	518	26	16	550	99	191	145	47
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	47
RTOR Vol:	118	410	571	133	518	26	16	550	99	191	145	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:	118	410	571	133	518	26	16	550	99	191	145	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:	0.21	0.79	1.00	1.00	0.95	0.05	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	354	1296	1650	1650	1571	79	1650	1398	252	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.33	0.32	0.35	0.08	0.33	0.33	0.01	0.39	0.39	0.12	0.09	0.00
Crit Volume:			571			544		649		191		
Crit Moves:			****			****		****		****		

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

Intersection #6 Loveridge Road/Buchanan Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Street Name:	Loveridge Road									Buchanan Road								
Approach:	North Bound						South Bound						East Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected					
Rights:	Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0			
Lanes:	0	0	0	0	0		1	0	0	0	1		1	0	1	0	0	
Volume Module:																		
Base Vol:	0	0	0				254	0	216				138	806	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				254	0	216				138	806	0			
Added Vol:	0	0	0				12	0	19				20	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				266	0	235				158	806	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	0				266	0	235				158	806	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	0	0				266	0	235				158	806	0			
RTOR Reduct:	0	0	0				0	0	158				0	0	0			
RTOR Vol:	0	0	0				266	0	77				158	806	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	0	0	0				266	0	77				158	806	0			
Saturation Flow Module:																		
Sat/Lane:	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			
Lanes:	0.00	0.00	0.00				1.00	0.00	1.00				1.00	1.00	0.00			
Final Sat.:	0	0	0				1720	0	1720				1720	1720	0			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00				0.15	0.00	0.04				0.09	0.47	0.00			
Crit Volume:			0				266							806				
Crit Moves:							****							****				

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

Intersection #7 W 10th/Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Auto Center Drive						W 10th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	43	103	213	7	86	45	99	951	117	141	196	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	103	213	7	86	45	99	951	117	141	196	3
Added Vol:	8	0	0	0	0	0	0	23	8	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	103	213	7	86	45	99	974	125	141	220	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	103	213	7	86	45	99	974	125	141	220	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	103	213	7	86	45	99	974	125	141	220	3
RTOR Reduct:	0	0	0	0	0	45	0	0	51	0	0	3
RTOR Vol:	51	103	213	7	86	0	99	974	74	141	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:	51	103	213	7	86	0	99	974	74	141	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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1650	1650	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.13	0.00	0.03	0.00	0.06	0.30	0.04	0.09	0.07	0.00
Crit Volume:			213	7				487		141		
Crit Moves:			****	****				****		****		

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

Intersection #8

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: B[14.9]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	0	0	0	1	0	0	0	0	1! 0	0	0	0	0	0
Volume Module:																
Base Vol:	30	44	0	0	257	0	1	0	32	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:	30	44	0	0	257	0	1	0	32	0	0	0				
Added Vol:	359	40	0	0	39	0	0	0	349	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	389	84	0	0	296	0	1	0	381	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:	389	84	0	0	296	0	1	0	381	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	389	84	0	0	296	0	1	0	381	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	296	xxxx	xxxxx	xxxx	xxxx	xxxxx	1158	1158	296	xxxx	xxxx	xxxxx				
Potent Cap.:	1277	xxxx	xxxxx	xxxx	xxxx	xxxxx	219	198	748	xxxx	xxxx	xxxxx				
Move Cap.:	1277	xxxx	xxxxx	xxxx	xxxx	xxxxx	153	121	748	xxxx	xxxx	xxxxx				
Volume/Cap:	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.51	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	741	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	1.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.0	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			14.9			xxxxxx						
ApproachLOS:	*			*			B			*						

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

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

Intersection #9

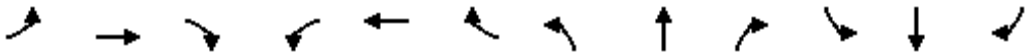
Average Delay (sec/veh): 9.5 Worst Case Level Of Service: B[11.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	1	0	0		0	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	13	32	0		0		249	0		0	0		8	0		0	0		0					
Growth Adj:	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00					
Initial Bse:	13	32	0		0		249	0		0	0		8	0		0	0		0					
Added Vol:	40	0	0		0		0	0		0	0		39	0		0	0		0					
PasserByVol:	0	0	0		0		0	0		0	0		0	0		0	0		0					
Initial Fut:	53	32	0		0		249	0		0	0		47	0		0	0		0					
User Adj:	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00					
PHF Adj:	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00					
PHF Volume:	53	32	0		0		249	0		0	0		47	0		0	0		0					
Reduct Vol:	0	0	0		0		0	0		0	0		0	0		0	0		0					
FinalVolume:	53	32	0		0		249	0		0	0		47	0		0	0		0					
Critical Gap Module:																								
Critical Gp:	7.1	6.5	xxxxx	xxxxx			6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
FollowUpTim:	3.5	4.0	xxxxx	xxxxx			4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Capacity Module:																								
Cnflict Vol:	125	0	xxxxx	xxxx			47	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Potent Cap.:	854	900	xxxxx	xxxx			849	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Move Cap.:	660	900	xxxxx	xxxx			849	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Volume/Cap:	0.08	0.04	xxxx	xxxx			0.29	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx			1.2	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Control Del:	xxxxx	xxxx	xxxxx	xxxxx			11.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
LOS by Move:	*	*	*	*			B	*	*	*	*	*	*	*										
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	734	xxxx	xxxxx	xxxx			xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
SharedQueue:	0.4	xxxx	xxxxx	xxxxx			xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Shrd ConDel:	10.5	xxxx	xxxxx	xxxxx			xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Shared LOS:	B	*	*	*			*	*	*	*	*	*	*	*										
ApproachDel:	10.5						11.0						xxxxxx						xxxxxx					
ApproachLOS:	B						B						*						*					

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	229	197	140	158	702	231	133	551	85	248	356	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98	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	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)	3367	3471	1514	3367	3471	1513	1736	3471	1524	3367	3471	1514
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)	3367	3471	1514	3367	3471	1513	1736	3471	1524	3367	3471	1514
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	263	226	161	182	807	266	153	633	98	285	409	159
RTOR Reduction (vph)	0	0	96	0	0	162	0	0	39	0	0	133
Lane Group Flow (vph)	263	226	65	182	807	104	153	633	59	285	409	26
Confl. Peds. (#/hr)			9			10			5			10
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Actuated Green, G (s)	14.0	52.8	52.8	12.2	51.0	51.0	23.7	28.9	28.9	16.1	21.3	21.3
Effective Green, g (s)	14.0	52.8	52.8	12.2	51.0	51.0	23.7	28.9	28.9	16.1	21.3	21.3
Actuated g/C Ratio	0.11	0.41	0.41	0.09	0.39	0.39	0.18	0.22	0.22	0.12	0.16	0.16
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	363	1410	615	316	1362	594	316	772	339	417	569	248
v/s Ratio Prot	c0.08	0.07		0.05	c0.23		0.09	c0.18		0.08	c0.12	
v/s Ratio Perm			0.04			0.07			0.04			0.02
v/c Ratio	0.72	0.16	0.11	0.58	0.59	0.18	0.48	0.82	0.17	0.68	0.72	0.11
Uniform Delay, d1	56.1	24.5	24.0	56.4	31.3	25.8	47.7	48.1	40.9	54.5	51.5	46.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.50	1.00	1.00	1.00
Incremental Delay, d2	7.0	0.2	0.3	2.5	1.9	0.6	1.1	6.6	0.2	4.6	4.3	0.2
Delay (s)	63.1	24.8	24.3	59.0	33.2	26.4	36.7	42.9	20.8	59.1	55.8	46.4
Level of Service	E	C	C	E	C	C	D	D	C	E	E	D
Approach Delay (s)		40.2			35.5			39.3			55.2	
Approach LOS		D			D			D			E	

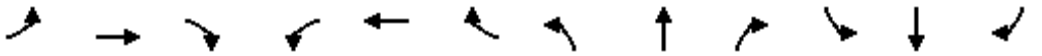
Intersection Summary			
HCM Average Control Delay	41.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	446	6	384	10	10	10	0	962	20	0	401	318
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		3.0			4.5			5.0	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.95			1.00			0.93	
Flt Protected		0.95	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1677	1495		1653			3332			3121	
Flt Permitted		0.95	1.00		0.98			1.00			1.00	
Satd. Flow (perm)		1677	1495		1653			3332			3121	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	513	7	441	11	11	11	0	1106	23	0	461	366
RTOR Reduction (vph)	0	0	280	0	11	0	0	1	0	0	110	0
Lane Group Flow (vph)	0	520	161	0	22	0	0	1128	0	0	717	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Split		Perm	Split								
Protected Phases	4	4		3	3			2			6	
Permitted Phases			4									
Actuated Green, G (s)		31.0	31.0		4.8			71.7			71.2	
Effective Green, g (s)		31.0	31.0		4.8			71.7			71.2	
Actuated g/C Ratio		0.26	0.26		0.04			0.60			0.59	
Clearance Time (s)		5.0	5.0		3.0			4.5			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		433	386		66			1991			1852	
v/s Ratio Prot		c0.31			c0.01			c0.34			0.23	
v/s Ratio Perm			0.11									
v/c Ratio		1.20	0.42		0.34			0.57			0.39	
Uniform Delay, d1		44.5	37.0		56.1			14.7			12.9	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		110.7	0.7		3.1			1.2			0.6	
Delay (s)		155.2	37.7		59.1			15.9			13.5	
Level of Service		F	D		E			B			B	
Approach Delay (s)		101.3			59.1			15.9			13.5	
Approach LOS		F			E			B			B	

Intersection Summary			
HCM Average Control Delay	43.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	66.8%	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												
Volume (vph)	290	60	216	38	172	9	534	598	73	13	465	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5		5.0	5.0	5.0	5.0	5.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
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	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	1759	1476	3242	3316		1521	3168	1495	1671	3343	1495
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3242	1759	1476	3242	3316		1521	3168	1495	1671	3343	1495
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	333	69	248	44	198	10	614	687	84	15	534	913
RTOR Reduction (vph)	0	0	208	0	3	0	0	0	14	0	0	0
Lane Group Flow (vph)	333	69	40	44	205	0	424	877	70	15	534	913
Confl. Peds. (#/hr)			1			1						
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Split		Perm	Split			Split		Perm	Split		Free
Protected Phases	2	2		6	6		8	8		4	4	
Permitted Phases			2						8			Free
Actuated Green, G (s)	19.5	19.5	19.5	13.2	13.2		43.1	43.1	43.1	25.2	25.2	122.0
Effective Green, g (s)	19.5	19.5	19.5	13.2	13.2		43.1	43.1	43.1	25.2	25.2	122.0
Actuated g/C Ratio	0.16	0.16	0.16	0.11	0.11		0.35	0.35	0.35	0.21	0.21	1.00
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5		5.0	5.0	5.0	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	
Lane Grp Cap (vph)	518	281	236	351	359		537	1119	528	345	691	1495
v/s Ratio Prot	0.10	0.04		0.01	0.06		c0.28	0.28		0.01	c0.16	
v/s Ratio Perm			0.03						0.05			c0.61
v/c Ratio	0.64	0.25	0.17	0.13	0.57		0.79	0.78	0.13	0.04	0.77	0.61
Uniform Delay, d1	48.0	44.8	44.2	49.2	51.7		35.4	35.3	26.8	38.8	45.7	0.0
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	2.7	0.5	0.3	0.2	2.2		7.6	3.7	0.1	0.1	5.4	1.9
Delay (s)	50.7	45.3	44.6	49.3	53.9		43.0	38.9	26.9	38.8	51.1	1.9
Level of Service	D	D	D	D	D		D	D	C	D	D	A
Approach Delay (s)		47.8			53.1			39.4			20.2	
Approach LOS		D			D			D			C	

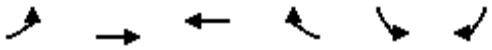
Intersection Summary			
HCM Average Control Delay	34.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	122.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	183	15	1159	244	136	11	48	324	59	102	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	4.0	3.0	3.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1719	1789		3335	1810	1491	1633	1718	1538	1719	1777	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1719	1789		3335	1810	1491	1633	1718	1538	1719	1777	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	28	210	17	1332	280	156	13	55	372	68	117	16
RTOR Reduction (vph)	0	2	0	0	0	50	0	0	0	0	4	0
Lane Group Flow (vph)	28	225	0	1332	280	106	12	56	372	68	129	0
Confl. Peds. (#/hr)						4						
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot			Prot		Perm	Split		Free	Split		
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases						6			Free			
Actuated Green, G (s)	4.9	29.2		57.6	81.4	81.4	6.0	6.0	120.0	13.7	13.7	
Effective Green, g (s)	4.9	29.2		57.6	81.4	81.4	6.0	6.0	120.0	13.7	13.7	
Actuated g/C Ratio	0.04	0.24		0.48	0.68	0.68	0.05	0.05	1.00	0.11	0.11	
Clearance Time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5		3.0	3.0	
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)	70	435		1601	1228	1011	82	86	1538	196	203	
v/s Ratio Prot	0.02	c0.13		c0.40	0.15		0.01	c0.03		0.04	c0.07	
v/s Ratio Perm						0.07			0.24			
v/c Ratio	0.40	0.52		0.83	0.23	0.10	0.15	0.65	0.24	0.35	0.63	
Uniform Delay, d1	56.1	39.3		27.0	7.3	6.7	54.5	56.0	0.0	49.0	50.8	
Progression Factor	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	4.3		3.9	0.4	0.2	0.8	16.3	0.4	1.1	6.3	
Delay (s)	59.8	43.6		30.9	7.8	6.9	55.4	72.3	0.4	50.1	57.1	
Level of Service	E	D		C	A	A	E	E	A	D	E	
Approach Delay (s)		45.4			25.1			11.0			54.7	
Approach LOS		D			C			B			D	

Intersection Summary			
HCM Average Control Delay	26.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

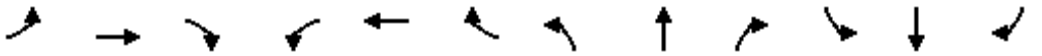
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	88	122	621	429	154	96	690	129	45	490	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0		5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		0.95		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	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		0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1504	1434		1504	1583	1346		2920		1504	1567	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1504	1434		1504	1583	1346		2920		1504	1567	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	46	101	140	714	493	177	110	793	148	52	563	41
RTOR Reduction (vph)	0	34	0	0	0	61	0	9	0	0	2	0
Lane Group Flow (vph)	46	207	0	714	493	116	0	1042	0	52	602	0
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Prot			Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						
Actuated Green, G (s)	6.4	28.0		40.0	61.6	61.6		25.0		28.0	28.0	
Effective Green, g (s)	6.4	28.0		40.0	61.6	61.6		25.0		28.0	28.0	
Actuated g/C Ratio	0.04	0.19		0.28	0.42	0.42		0.17		0.19	0.19	
Clearance Time (s)	5.0	7.0		5.0	7.0	7.0		6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	66	277		415	673	572		503		290	303	
v/s Ratio Prot	0.03	0.14		c0.47	c0.31			c0.36		0.03	c0.38	
v/s Ratio Perm						0.09						
v/c Ratio	0.70	0.75		1.72	0.73	0.20		2.07		0.18	1.99	
Uniform Delay, d1	68.3	55.2		52.5	34.8	26.2		60.0		48.9	58.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	27.4	10.5		334.3	6.9	0.8		488.9		0.3	456.3	
Delay (s)	95.7	65.7		386.8	41.7	27.0		548.9		49.2	514.8	
Level of Service	F	E		F	D	C		F		D	F	
Approach Delay (s)		70.5			217.9			548.9			477.9	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM Average Control Delay	358.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.55		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	131.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



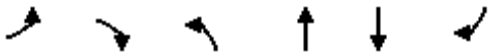
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	266	304	728	202	95	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1845	1845	1545	1752	1513
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	1845	1845	1545	1752	1513
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	306	349	837	232	109	231
RTOR Reduction (vph)	0	0	0	24	0	207
Lane Group Flow (vph)	306	349	837	208	109	24
Confl. Peds. (#/hr)				2	2	5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	26.8	106.1	74.3	74.3	13.4	13.4
Effective Green, g (s)	26.8	106.1	74.3	74.3	13.4	13.4
Actuated g/C Ratio	0.21	0.82	0.57	0.57	0.10	0.10
Clearance Time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	361	1506	1054	883	181	156
v/s Ratio Prot	c0.17	0.19	c0.45		c0.06	
v/s Ratio Perm				0.13		0.02
v/c Ratio	0.85	0.23	0.79	0.24	0.60	0.15
Uniform Delay, d1	49.6	2.7	21.8	13.8	55.8	53.1
Progression Factor	1.00	1.00	1.00	1.00	1.28	4.51
Incremental Delay, d2	16.6	0.4	6.2	0.6	5.1	0.4
Delay (s)	66.2	3.1	28.0	14.4	76.6	240.2
Level of Service	E	A	C	B	E	F
Approach Delay (s)		32.6	25.1		187.8	
Approach LOS		C	C		F	

Intersection Summary			
HCM Average Control Delay	54.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	74.3%	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												
Volume (vph)	20	130	33	226	829	0	61	45	55	5	106	204
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
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes	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		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3505		1752	3195		1752	3505	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1752	3505	1568	1752	3505		1752	3195		1752	3505	1568
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	23	149	38	260	953	0	70	52	63	6	122	234
RTOR Reduction (vph)	0	0	27	0	0	0	0	49	0	0	0	168
Lane Group Flow (vph)	23	149	11	260	953	0	70	66	0	6	122	66
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	0.7	14.6	14.6	8.5	22.4		3.1	11.7		0.5	9.1	9.1
Effective Green, g (s)	0.7	14.6	14.6	8.5	22.4		3.1	11.7		0.5	9.1	9.1
Actuated g/C Ratio	0.01	0.28	0.28	0.17	0.44		0.06	0.23		0.01	0.18	0.18
Clearance Time (s)	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
Lane Grp Cap (vph)	24	998	446	290	1530		106	729		17	622	278
v/s Ratio Prot	c0.01	0.04		c0.15	c0.27		c0.04	c0.02		0.00	0.03	
v/s Ratio Perm			0.01									c0.04
v/c Ratio	0.96	0.15	0.02	0.90	0.62		0.66	0.09		0.35	0.20	0.24
Uniform Delay, d1	25.3	13.7	13.2	21.0	11.2		23.6	15.6		25.2	18.0	18.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	163.4	0.1	0.0	27.8	0.8		14.4	0.1		12.2	0.2	0.4
Delay (s)	188.7	13.8	13.2	48.7	12.0		38.0	15.7		37.4	18.1	18.6
Level of Service	F	B	B	D	B		D	B		D	B	B
Approach Delay (s)		32.8			19.9			24.1			18.7	
Approach LOS		C			B			C			B	

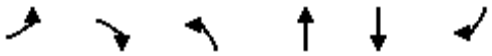
Intersection Summary			
HCM Average Control Delay	21.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	51.3	Sum of lost time (s)	20.0
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	475	540	344	97	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	2	546	621	395	111	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				931		
pX, platoon unblocked						
vC, conflicting volume	1551	56	111			
vC1, stage 1 conf vol	111					
vC2, stage 2 conf vol	1439					
vCu, unblocked vol	1551	56	111			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)	6.0					
tF (s)	3.6	3.4	2.3			
p0 queue free %	98	44	57			
cM capacity (veh/h)	97	980	1433			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	2	546	621	198	198	74	37
Volume Left	2	0	621	0	0	0	0
Volume Right	0	546	0	0	0	0	0
cSH	97	980	1433	1700	1700	1700	1700
Volume to Capacity	0.02	0.56	0.43	0.12	0.12	0.04	0.02
Queue Length 95th (ft)	2	89	56	0	0	0	0
Control Delay (s)	43.2	13.2	9.4	0.0	0.0	0.0	0.0
Lane LOS	E	B	A				
Approach Delay (s)	13.3		5.8			0.0	
Approach LOS	B						

Intersection Summary			
Average Delay	7.8		
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	50	60	286	47	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	57	69	329	54	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	356	27	54			
vC1, stage 1 conf vol	54					
vC2, stage 2 conf vol	302					
vCu, unblocked vol	356	27	54			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)	6.0					
tF (s)	3.6	3.4	2.3			
p0 queue free %	100	94	95			
cM capacity (veh/h)	652	1023	1507			

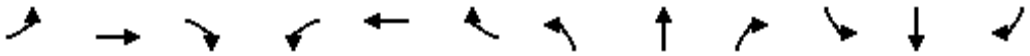
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	57	69	164	164	36	18
Volume Left	0	69	0	0	0	0
Volume Right	57	0	0	0	0	0
cSH	1023	1507	1700	1700	1700	1700
Volume to Capacity	0.06	0.05	0.10	0.10	0.02	0.01
Queue Length 95th (ft)	4	4	0	0	0	0
Control Delay (s)	8.7	7.5	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	8.7	1.3			0.0	
Approach LOS	A					

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	20.0%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	456	1132	216	196	327	202	106	471	155	272	407	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.96	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	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1522	3433	3539	1528	1770	3539	1552	3433	3539	1542
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)	3433	3539	1522	3433	3539	1528	1770	3539	1552	3433	3539	1542
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)	480	1192	227	206	344	213	112	496	163	286	428	151
RTOR Reduction (vph)	0	0	63	0	0	137	0	0	86	0	0	126
Lane Group Flow (vph)	480	1192	164	206	344	76	112	496	77	286	428	25
Confl. Peds. (#/hr)			19			17			6			11
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Actuated Green, G (s)	23.4	59.1	59.1	10.7	46.4	46.4	18.5	24.6	24.6	15.6	21.7	21.7
Effective Green, g (s)	23.4	59.1	59.1	10.7	46.4	46.4	18.5	24.6	24.6	15.6	21.7	21.7
Actuated g/C Ratio	0.18	0.45	0.45	0.08	0.36	0.36	0.14	0.19	0.19	0.12	0.17	0.17
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	618	1609	692	283	1263	545	252	670	294	412	591	257
v/s Ratio Prot	c0.14	c0.34		0.06	0.10		0.06	c0.14		0.08	c0.12	
v/s Ratio Perm			0.11			0.05			0.05			0.02
v/c Ratio	0.78	0.74	0.24	0.73	0.27	0.14	0.44	0.74	0.26	0.69	0.72	0.10
Uniform Delay, d1	50.8	29.2	21.7	58.2	29.8	28.3	51.0	49.7	45.0	54.9	51.3	45.9
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	6.1	3.1	0.8	9.0	0.5	0.5	1.3	4.4	0.5	5.0	4.4	0.2
Delay (s)	56.9	32.3	22.5	67.2	30.3	28.8	52.3	54.1	45.4	59.9	55.7	46.0
Level of Service	E	C	C	E	C	C	D	D	D	E	E	D
Approach Delay (s)		37.3			39.9			52.0			55.4	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM Average Control Delay	44.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.7%	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												
Volume (vph)	884	10	272	10	10	10	0	1113	36	0	573	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		3.0			4.5			5.0	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.95			1.00			0.95	
Flt Protected		0.95	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1758	1568		1733			3485			3338	
Flt Permitted		0.95	1.00		0.98			1.00			1.00	
Satd. Flow (perm)		1758	1568		1733			3485			3338	
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)	931	11	286	11	11	11	0	1172	38	0	603	280
RTOR Reduction (vph)	0	0	100	0	11	0	0	2	0	0	42	0
Lane Group Flow (vph)	0	942	186	0	22	0	0	1208	0	0	841	0
Confl. Peds. (#/hr)									7			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split		Perm	Split								
Protected Phases	4	4		3	3			2			6	
Permitted Phases			4									
Actuated Green, G (s)		45.0	45.0		4.8			57.7			57.2	
Effective Green, g (s)		45.0	45.0		4.8			57.7			57.2	
Actuated g/C Ratio		0.38	0.38		0.04			0.48			0.48	
Clearance Time (s)		5.0	5.0		3.0			4.5			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		659	588		69			1676			1591	
v/s Ratio Prot		c0.54			c0.01			c0.35			0.25	
v/s Ratio Perm			0.12									
v/c Ratio		1.43	0.32		0.33			0.72			0.53	
Uniform Delay, d1		37.5	26.6		56.0			24.8			22.0	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		201.9	0.3		2.7			2.7			1.3	
Delay (s)		239.4	26.9		58.8			27.5			23.2	
Level of Service		F	C		E			C			C	
Approach Delay (s)		189.9			58.8			27.5			23.2	
Approach LOS		F			E			C			C	

Intersection Summary			
HCM Average Control Delay	86.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	96.0%	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												
Volume (vph)	427	300	358	82	154	19	454	623	203	19	400	409
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5		5.0	5.0	5.0	5.0	5.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	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	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	1845	1546	3400	3441		1595	3333	1568	1752	3505	1549
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	1845	1546	3400	3441		1595	3333	1568	1752	3505	1549
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)	449	316	377	86	162	20	478	656	214	20	421	431
RTOR Reduction (vph)	0	0	284	0	6	0	0	0	42	0	0	0
Lane Group Flow (vph)	449	316	93	86	176	0	368	766	172	20	421	431
Confl. Peds. (#/hr)			2			1						1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split		Perm	Split			Split		Perm	Split		Free
Protected Phases	2	2		6	6		8	8		4	4	
Permitted Phases			2						8			Free
Actuated Green, G (s)	30.3	30.3	30.3	12.2	12.2		37.7	37.7	37.7	21.1	21.1	122.3
Effective Green, g (s)	30.3	30.3	30.3	12.2	12.2		37.7	37.7	37.7	21.1	21.1	122.3
Actuated g/C Ratio	0.25	0.25	0.25	0.10	0.10		0.31	0.31	0.31	0.17	0.17	1.00
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5		5.0	5.0	5.0	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	
Lane Grp Cap (vph)	842	457	383	339	343		492	1027	483	302	605	1549
v/s Ratio Prot	0.13	c0.17		0.03	c0.05		c0.23	0.23		0.01	c0.12	
v/s Ratio Perm			0.06						0.11			0.28
v/c Ratio	0.53	0.69	0.24	0.25	0.51		0.75	0.75	0.36	0.07	0.70	0.28
Uniform Delay, d1	39.9	41.8	36.8	50.8	52.2		38.0	38.0	32.9	42.4	47.6	0.0
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	0.7	4.5	0.3	0.4	1.3		6.1	3.0	0.5	0.1	3.5	0.4
Delay (s)	40.5	46.2	37.2	51.2	53.5		44.2	41.0	33.3	42.4	51.1	0.4
Level of Service	D	D	D	D	D		D	D	C	D	D	A
Approach Delay (s)		41.0			52.8			40.6			25.8	
Approach LOS		D			D			D			C	

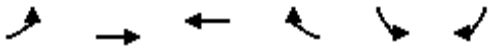
Intersection Summary			
HCM Average Control Delay	38.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	122.3	Sum of lost time (s)	21.0
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	624	10	727	230	89	26	37	412	49	56	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	4.0	3.0	3.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	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		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1840		3400	1845	1568	1665	1746	1549	1752	1777	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1752	1840		3400	1845	1568	1665	1746	1549	1752	1777	
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)	9	657	11	765	242	94	27	39	434	52	59	19
RTOR Reduction (vph)	0	1	0	0	0	24	0	0	0	0	10	0
Lane Group Flow (vph)	9	667	0	765	242	70	24	42	434	52	68	0
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot			Prot		Perm	Split		Free	Split		
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases						6			Free			
Actuated Green, G (s)	1.5	58.9		32.4	89.3	89.3	6.5	6.5	120.0	8.7	8.7	
Effective Green, g (s)	1.5	58.9		32.4	89.3	89.3	6.5	6.5	120.0	8.7	8.7	
Actuated g/C Ratio	0.01	0.49		0.27	0.74	0.74	0.05	0.05	1.00	0.07	0.07	
Clearance Time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5		3.0	3.0	
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)	22	903		918	1373	1167	90	95	1549	127	129	
v/s Ratio Prot	0.01	c0.36		c0.23	0.13		0.01	c0.02		0.03	c0.04	
v/s Ratio Perm						0.04			0.28			
v/c Ratio	0.41	0.74		0.83	0.18	0.06	0.27	0.44	0.28	0.41	0.53	
Uniform Delay, d1	58.8	24.4		41.3	4.5	4.1	54.5	55.0	0.0	53.2	53.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	11.9	5.4		6.6	0.3	0.1	1.6	3.3	0.5	2.1	3.8	
Delay (s)	70.7	29.8		47.8	4.8	4.2	56.1	58.3	0.5	55.3	57.5	
Level of Service	E	C		D	A	A	E	E	A	E	E	
Approach Delay (s)		30.4			34.6			8.0			56.6	
Approach LOS		C			C			A			E	

Intersection Summary			
HCM Average Control Delay	29.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	73.6%	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												
Volume (vph)	16	550	99	191	145	47	118	410	571	133	518	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0		5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85		0.92		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1547	1591		1547	1629	1384		2838		1547	1615	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1547	1591		1547	1629	1384		2838		1547	1615	
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)	17	579	104	201	153	49	124	432	601	140	545	27
RTOR Reduction (vph)	0	5	0	0	0	29	0	145	0	0	2	0
Lane Group Flow (vph)	17	678	0	201	153	20	0	1012	0	140	570	0
Confl. Peds. (#/hr)												4
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot			Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						
Actuated Green, G (s)	3.2	45.0		14.0	55.8	55.8		24.0		28.0	28.0	
Effective Green, g (s)	3.2	45.0		14.0	55.8	55.8		24.0		28.0	28.0	
Actuated g/C Ratio	0.02	0.33		0.10	0.41	0.41		0.18		0.21	0.21	
Clearance Time (s)	5.0	7.0		5.0	7.0	7.0		6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	37	530		160	673	572		505		321	335	
v/s Ratio Prot	0.01	c0.43		c0.13	0.09			c0.36		0.09	c0.35	
v/s Ratio Perm						0.01						
v/c Ratio	0.46	1.28		1.26	0.23	0.04		2.00		0.44	1.70	
Uniform Delay, d1	65.0	45.0		60.5	25.6	23.6		55.5		46.6	53.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	8.8	139.9		156.1	0.2	0.0		459.0		1.0	328.8	
Delay (s)	73.8	184.9		216.6	25.8	23.6		514.5		47.6	382.3	
Level of Service	E	F		F	C	C		F		D	F	
Approach Delay (s)		182.2			120.7			514.5			316.4	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	335.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.54		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	139.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



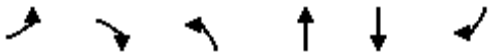
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	158	806	399	175	266	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	1881	1881	1577	1787	1545
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1787	1881	1881	1577	1787	1545
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	166	848	420	184	280	247
RTOR Reduction (vph)	0	0	0	28	0	199
Lane Group Flow (vph)	166	848	420	156	280	48
Confl. Peds. (#/hr)				1	6	4
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	18.9	106.4	82.5	82.5	28.1	28.1
Effective Green, g (s)	18.9	106.4	82.5	82.5	28.1	28.1
Actuated g/C Ratio	0.13	0.73	0.57	0.57	0.19	0.19
Clearance Time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	233	1380	1070	897	346	299
v/s Ratio Prot	c0.09	c0.45	0.22		c0.16	
v/s Ratio Perm				0.10		0.03
v/c Ratio	0.71	0.61	0.39	0.17	0.81	0.16
Uniform Delay, d1	60.4	9.4	17.3	15.0	55.9	48.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.9	2.1	1.1	0.4	13.0	0.3
Delay (s)	70.3	11.4	18.4	15.4	68.9	48.9
Level of Service	E	B	B	B	E	D
Approach Delay (s)		21.1	17.5		59.5	
Approach LOS		C	B		E	

Intersection Summary			
HCM Average Control Delay	29.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	66.3%	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												
Volume (vph)	99	974	125	141	220	3	51	103	213	7	86	45
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	3.0		4.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	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)	1770	3539	1562	1770	3539	1561	1770	3150		1770	3539	1557
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)	1770	3539	1562	1770	3539	1561	1770	3150		1770	3539	1557
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)	104	1025	132	148	232	3	54	108	224	7	91	47
RTOR Reduction (vph)	0	0	35	0	0	2	0	186	0	0	0	40
Lane Group Flow (vph)	104	1025	97	148	232	1	54	146	0	7	91	7
Confl. Peds. (#/hr)			2			3			3			6
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	8.0	29.8	29.8	11.9	33.7	33.7	3.0	11.8		0.9	9.7	9.7
Effective Green, g (s)	8.0	29.8	29.8	11.9	33.7	33.7	3.0	11.8		0.9	9.7	9.7
Actuated g/C Ratio	0.12	0.43	0.43	0.17	0.49	0.49	0.04	0.17		0.01	0.14	0.14
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0		4.0	3.0	3.0
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)	204	1520	671	304	1719	758	77	536		23	495	218
v/s Ratio Prot	0.06	c0.29		c0.08	c0.07		c0.03	c0.05		0.00	0.03	
v/s Ratio Perm			0.06			0.00						0.00
v/c Ratio	0.51	0.67	0.14	0.49	0.13	0.00	0.70	0.27		0.30	0.18	0.03
Uniform Delay, d1	28.9	15.9	12.0	26.0	9.8	9.2	32.8	25.1		33.9	26.4	25.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.0	1.2	0.1	1.2	0.0	0.0	25.0	0.3		7.4	0.2	0.1
Delay (s)	30.9	17.1	12.1	27.2	9.9	9.2	57.7	25.3		41.3	26.5	25.8
Level of Service	C	B	B	C	A	A	E	C		D	C	C
Approach Delay (s)		17.7			16.6			29.9			27.0	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	20.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	69.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

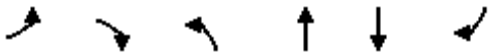
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	381	389	84	296	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	401	409	88	312	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				1001		
pX, platoon unblocked						
vC, conflicting volume	1175	156	312			
vC1, stage 1 conf vol	312					
vC2, stage 2 conf vol	863					
vCu, unblocked vol	1175	156	312			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	53	67			
cM capacity (veh/h)	234	853	1224			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	1	401	409	44	44	208	104
Volume Left	1	0	409	0	0	0	0
Volume Right	0	401	0	0	0	0	0
cSH	234	853	1224	1700	1700	1700	1700
Volume to Capacity	0.00	0.47	0.33	0.03	0.03	0.12	0.06
Queue Length 95th (ft)	0	64	37	0	0	0	0
Control Delay (s)	20.5	12.9	9.4	0.0	0.0	0.0	0.0
Lane LOS	C	B	A				
Approach Delay (s)	12.9		7.7			0.0	
Approach LOS	B						

Intersection Summary			
Average Delay	7.5		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	47	53	32	249	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	49	56	34	262	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	391	131	262			
vC1, stage 1 conf vol	262					
vC2, stage 2 conf vol	128					
vCu, unblocked vol	391	131	262			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	94	96			
cM capacity (veh/h)	689	885	1278			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	49	56	17	17	175	87
Volume Left	0	56	0	0	0	0
Volume Right	49	0	0	0	0	0
cSH	885	1278	1700	1700	1700	1700
Volume to Capacity	0.06	0.04	0.01	0.01	0.10	0.05
Queue Length 95th (ft)	4	3	0	0	0	0
Control Delay (s)	9.3	7.9	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	9.3	5.0			0.0	
Approach LOS	A					

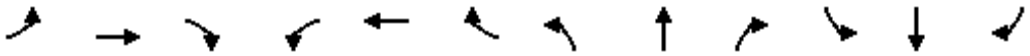
Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

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

Intersection #2 SR EB Ramps/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Loveridge Road						SR EB Ramps					
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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0 2	0 1	2	0 2	0 0	1	1 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	709	404	266	573	0	551	333	272	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	709	404	266	573	0	551	333	272	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	709	404	266	573	0	551	333	272	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:	0	709	404	266	573	0	551	333	272	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	709	404	266	573	0	551	333	272	0	0	0
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	709	404	266	573	0	551	333	272	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	709	404	266	573	0	551	333	272	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	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.25	0.75	1.00	0.00	0.00	0.00
Final Sat.:	0	3440	1720	3127	3440	0	1949	1296	1720	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.23	0.09	0.17	0.00	0.28	0.26	0.16	0.00	0.00	0.00
Crit Volume:			404	133			442				0	
Crit Moves:			****	****			****					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	551	333	272	0	0	0	0	709	404	266	573	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0					4.5	4.5	4.0	5.0	
Lane Util. Factor	0.95	0.95	1.00					0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00	1.00					1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.99	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1665	1730	1568					3505	1531	3400	3505	
Flt Permitted	0.95	0.99	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1665	1730	1568					3505	1531	3400	3505	
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)	551	333	272	0	0	0	0	709	404	266	573	0
RTOR Reduction (vph)	0	0	36	0	0	0	0	0	102	0	0	0
Lane Group Flow (vph)	435	449	236	0	0	0	0	709	302	266	573	0
Confl. Peds. (#/hr)									7			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split		custom						Perm	Prot		
Protected Phases	4	4	5					2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	34.4	34.4	70.0					64.5	64.5	7.6	36.0	
Effective Green, g (s)	34.4	34.4	70.0					64.5	64.5	7.6	36.0	
Actuated g/C Ratio	0.29	0.29	0.58					0.54	0.54	0.06	0.30	
Clearance Time (s)	5.0	5.0	4.0					4.5	4.5	4.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	477	496	915					1884	823	215	1052	
v/s Ratio Prot	c0.26	0.26	0.08					c0.20		c0.08	c0.16	
v/s Ratio Perm			0.07						0.20			
v/c Ratio	0.91	0.91	0.26					0.38	0.37	1.24	0.54	
Uniform Delay, d1	41.3	41.2	12.3					16.1	16.0	56.2	35.1	
Progression Factor	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2	21.6	19.9	0.2					0.6	1.3	140.0	2.0	
Delay (s)	63.0	61.1	12.4					16.7	17.3	196.2	37.2	
Level of Service	E	E	B					B	B	F	D	
Approach Delay (s)		50.3			0.0			16.9			87.6	
Approach LOS		D			A			B			F	

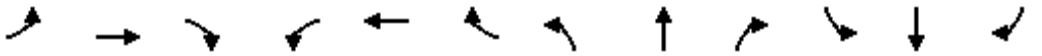
Intersection Summary			
HCM Average Control Delay	48.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 1	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	96	206	129	7	65	22	24	88	122	621	429	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	206	129	7	65	22	24	88	122	621	429	110
Added Vol:	0	484	0	38	425	14	16	0	0	0	0	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	690	129	45	490	36	40	88	122	621	429	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	690	129	45	490	36	40	88	122	621	429	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	690	129	45	490	36	40	88	122	621	429	154
RTOR Reduct:	0	0	0	0	0	0	0	0	96	0	0	45
RTOR Vol:	96	690	129	45	490	36	40	88	26	621	429	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	690	129	45	490	36	40	88	26	621	429	109
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:	0.21	1.51	0.28	1.00	1.86	0.14	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	346	2489	465	1650	3074	226	1650	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.03	0.16	0.16	0.02	0.05	0.02	0.21	0.26	0.07
Crit Volume:			458			263	40				429	
Crit Moves:			****			****	****				****	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	88	122	621	429	154	96	690	129	45	490	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	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		0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1504	1583	1328	2918	1583	1346		2921		1504	2978	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1504	1583	1328	2918	1583	1346		2921		1504	2978	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	46	101	140	714	493	177	110	793	148	52	563	41
RTOR Reduction (vph)	0	0	114	0	0	61	0	9	0	0	4	0
Lane Group Flow (vph)	46	101	26	714	493	116	0	1042	0	52	600	0
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6			2						
Actuated Green, G (s)	5.6	27.0	27.0	27.0	48.4	48.4		40.0		27.0	27.0	
Effective Green, g (s)	5.6	27.0	27.0	27.0	48.4	48.4		40.0		27.0	27.0	
Actuated g/C Ratio	0.04	0.19	0.19	0.19	0.33	0.33		0.28		0.19	0.19	
Clearance Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
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)	58	295	247	543	528	449		806		280	555	
v/s Ratio Prot	0.03	0.06		c0.24	c0.31			c0.36		0.03	c0.20	
v/s Ratio Perm			0.02			0.09						
v/c Ratio	0.79	0.34	0.11	1.31	0.93	0.26		1.29		0.19	1.08	
Uniform Delay, d1	69.1	51.3	49.0	59.0	46.7	35.2		52.5		49.7	59.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	51.1	0.7	0.2	154.4	25.8	1.4		140.8		0.3	61.9	
Delay (s)	120.3	52.0	49.2	213.4	72.5	36.6		193.3		50.1	120.9	
Level of Service	F	D	D	F	E	D		F		D	F	
Approach Delay (s)		61.6			140.6			193.3			115.3	
Approach LOS		E			F			F			F	

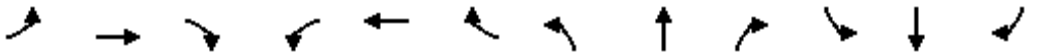
Intersection Summary			
HCM Average Control Delay	145.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

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:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 1	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	118	55	571	102	173	14	4	550	99	191	145	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	55	571	102	173	14	4	550	99	191	145	15
Added Vol:	0	355	0	31	345	12	12	0	0	0	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	410	571	133	518	26	16	550	99	191	145	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	410	571	133	518	26	16	550	99	191	145	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	410	571	133	518	26	16	550	99	191	145	47
RTOR Reduct:	0	0	0	0	0	0	0	0	99	0	0	47
RTOR Vol:	118	410	571	133	518	26	16	550	0	191	145	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:	118	410	571	133	518	26	16	550	0	191	145	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:	0.21	0.79	1.00	1.00	1.90	0.10	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	354	1296	1650	1650	3142	158	1650	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.33	0.32	0.35	0.08	0.16	0.16	0.01	0.33	0.00	0.06	0.09	0.00
Crit Volume:			571		272			550		96		
Crit Moves:			****		****			****		****		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	550	99	191	145	47	118	410	571	133	518	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	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		0.92		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1547	1629	1384	3001	1629	1384		2838		1547	3068	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1547	1629	1384	3001	1629	1384		2838		1547	3068	
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)	17	579	104	201	153	49	124	432	601	140	545	27
RTOR Reduction (vph)	0	0	40	0	0	32	0	135	0	0	2	0
Lane Group Flow (vph)	17	579	64	201	153	17	0	1022	0	140	570	0
Confl. Peds. (#/hr)												4
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6			2						
Actuated Green, G (s)	2.8	47.0	47.0	7.0	51.2	51.2		40.0		27.0	27.0	
Effective Green, g (s)	2.8	47.0	47.0	7.0	51.2	51.2		40.0		27.0	27.0	
Actuated g/C Ratio	0.02	0.32	0.32	0.05	0.35	0.35		0.28		0.19	0.19	
Clearance Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
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)	30	528	449	145	575	489		783		288	571	
v/s Ratio Prot	0.01	c0.36		c0.07	c0.09			c0.36		0.09	c0.19	
v/s Ratio Perm			0.05			0.01						
v/c Ratio	0.57	1.10	0.14	1.39	0.27	0.04		1.31		0.49	1.00	
Uniform Delay, d1	70.5	49.0	34.7	69.0	33.5	30.7		52.5		52.8	59.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	22.3	68.2	0.7	210.6	0.2	0.0		146.7		1.3	36.8	
Delay (s)	92.8	117.2	35.4	279.6	33.7	30.8		199.2		54.1	95.7	
Level of Service	F	F	D	F	C	C		F		D	F	
Approach Delay (s)		104.4			156.0			199.2			87.5	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	144.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	112.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

EXISTING PLUS PROJECT (TYPICAL OPERATING CONDITIONS)

Scenario Report

Scenario:	Exist + Project (Typ) AM
Command:	Default Command
Volume:	Exist AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Project (Typ) AM
Trip Distribution:	Project Dist
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Trip Generation Report

Forecast for Typical AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Mt Diablo RR	1.00	Project Site	238.00	207.00	238	207	445	100.0
	Zone 1 Subtotal					238	207	445	100.0
TOTAL						238	207	445	100.0

Trip Distribution Report

Percent Of Trips Distribution

	To Gates								
Zone	1	2	3	4	5	6	7	8	9
1	6.0	5.0	3.0	3.0	2.0	35.0	40.0	4.0	2.0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 E Leland Road/Loveridge Road	A	xxxxx	0.515	A	xxxxx	0.525	+ 0.010 V/C
# 2 SR EB Ramps/Loveridge Road	A	xxxxx	0.504	A	xxxxx	0.514	+ 0.010 V/C
# 3 California/N Park/Loveridge	B	xxxxx	0.639	B	xxxxx	0.697	+ 0.057 V/C
# 4 California Avenue/SR 4 WB Ramp	A	xxxxx	0.550	A	xxxxx	0.574	+ 0.024 V/C
# 5 Loveridge/Pittsburg-Antioch Hi	B	xxxxx	0.687	D	xxxxx	0.866	+ 0.179 V/C
# 6 Loveridge Road/Buchanan Road	B	xxxxx	0.609	B	xxxxx	0.620	+ 0.010 V/C
# 7 W 10th/Auto Center Drive	A	xxxxx	0.395	A	xxxxx	0.402	+ 0.007 V/C
# 8	A	2.2	0.186	B	5.2	0.494	+ 2.945 D/V

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

Intersection #1 E Leland Road/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Loveridge Road						E Leland 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
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	133	507	85	238	318	119	207	197	140	158	702	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	507	85	238	318	119	207	197	140	158	702	220
Added Vol:	0	19	0	4	17	8	10	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	526	85	242	335	127	217	197	140	158	702	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	526	85	242	335	127	217	197	140	158	702	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	526	85	242	335	127	217	197	140	158	702	225
RTOR Reduct:	0	0	85	0	0	119	0	0	73	0	0	133
RTOR Vol:	133	526	0	242	335	8	217	197	67	158	702	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	526	0	242	335	8	217	197	67	158	702	92
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	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3300	1650	3000	3300	1650	3000	3300	1650	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.00	0.08	0.10	0.00	0.07	0.06	0.04	0.05	0.21	0.06
Crit Volume:		263			121			109			351	
Crit Moves:		****			****			****			****	

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

Intersection #2 SR EB Ramps/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Loveridge Road						SR EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0 0	1	1 0	0 1	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	886	20	0	334	127	256	6	384	10	10	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	886	20	0	334	127	256	6	384	10	10	10
Added Vol:	0	33	0	0	29	83	83	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	919	20	0	363	210	339	6	384	10	10	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	919	20	0	363	210	339	6	384	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	919	20	0	363	210	339	6	384	10	10	10
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	919	20	0	363	210	339	6	384	10	10	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	919	20	0	363	210	339	6	384	10	10	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	1.96	0.04	0.00	1.27	0.73	0.93	0.07	1.00	0.34	0.33	0.33
Final Sat.:	0	3367	73	0	2179	1261	1600	120	1720	573	573	573
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.00	0.17	0.17	0.21	0.05	0.22	0.02	0.02	0.02
Crit Volume:		470			0				384		30	
Crit Moves:		****			****				****		****	

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

Intersection #3 California/N Park/Loveridge

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name:	Loveridge Road						California Avenue/N Park Boulevar					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1	0 1	1	0 2	0 1	2	0 1	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	534	331	73	13	207	627	72	60	216	38	172	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	534	331	73	13	207	627	72	60	216	38	172	9
Added Vol:	0	117	0	0	112	72	95	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	534	448	73	13	319	699	167	60	216	38	172	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	534	448	73	13	319	699	167	60	216	38	172	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	534	448	73	13	319	699	167	60	216	38	172	9
RTOR Reduct:	0	0	21	0	0	92	0	0	216	0	0	0
RTOR Vol:	534	448	52	13	319	607	167	60	0	38	172	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:	534	448	52	13	319	607	167	60	0	38	172	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	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	1.63	1.37	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.90	0.10
Final Sat.:	2447	2258	1650	1650	3300	1650	3000	1650	1650	3000	3136	164
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.03	0.01	0.10	0.37	0.06	0.04	0.00	0.01	0.05	0.05
Crit Volume:	327					607	84				91	
Crit Moves:	****					****	****				****	

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

Intersection #4 California Avenue/SR 4 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Street Name:	SR 4 WB Ramps						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 0 1	0	1	0 0 1	0	2	0 1	0 1
Volume Module:												
Base Vol:	11	48	106	59	102	14	24	183	15	992	244	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	48	106	59	102	14	24	183	15	992	244	136
Added Vol:	0	0	95	0	0	0	0	0	0	72	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	48	201	59	102	14	24	183	15	1064	244	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	48	201	59	102	14	24	183	15	1064	244	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	48	201	59	102	14	24	183	15	1064	244	136
RTOR Reduct:	0	0	201	0	0	0	0	0	0	0	0	59
RTOR Vol:	11	48	0	59	102	14	24	183	15	1064	244	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	48	0	59	102	14	24	183	15	1064	244	77
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	0.91	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	1.00	0.92	0.08	2.00	1.00	1.00
Final Sat.:	1500	1650	1650	1650	1451	199	1650	1525	125	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.00	0.04	0.07	0.07	0.01	0.12	0.12	0.35	0.15	0.05
Crit Volume:		48				116		198		532		
Crit Moves:		****				****		****		****		

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.866
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 171 | Level Of Service: D

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 0 1	0	1	0 0 1	0	1	0 1	0 1
Volume Module:												
Base Vol:	96	206	129	7	65	22	24	88	122	621	429	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	206	129	7	65	22	24	88	122	621	429	110
Added Vol:	0	212	0	17	184	6	7	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	418	129	24	249	28	31	88	122	621	429	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	418	129	24	249	28	31	88	122	621	429	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	418	129	24	249	28	31	88	122	621	429	129
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	24
RTOR Vol:	96	418	129	24	249	28	31	88	122	621	429	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	418	129	24	249	28	31	88	122	621	429	105
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:	0.30	1.30	0.40	1.00	0.90	0.10	1.00	0.42	0.58	1.00	1.00	1.00
Final Sat.:	493	2145	662	1650	1483	167	1650	691	959	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.01	0.17	0.17	0.02	0.13	0.13	0.38	0.26	0.06
Crit Volume:		321				277		210		621		
Crit Moves:		****				****		****		****		

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

Intersection #6 Loveridge Road/Buchanan Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Loveridge Road									Buchanan Road								
Approach:	North Bound						South Bound						East Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected					
Rights:	Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0			
Lanes:	0	0	0	0	0		1	0	0	0	1		1	0	1	0	0	
Volume Module:																		
Base Vol:	0	0	0				81	0	177				239	304	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				81	0	177				239	304	0			
Added Vol:	0	0	0				6	0	10				12	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				87	0	187				251	304	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	0				87	0	187				251	304	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	0	0				87	0	187				251	304	0			
RTOR Reduct:	0	0	0				0	0	187				0	0	0			
RTOR Vol:	0	0	0				87	0	0				251	304	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	0	0	0				87	0	0				251	304	0			
Saturation Flow Module:																		
Sat/Lane:	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			
Lanes:	0.00	0.00	0.00				1.00	0.00	1.00				1.00	1.00	0.00			
Final Sat.:	0	0	0				1720	0	1720				1720	1720	0			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00				0.05	0.00	0.00				0.15	0.18	0.00			
Crit Volume:		0						87						251				
Crit Moves:								****						****				

Loveridge Road										Buchanan Road								
North Bound						South Bound						East Bound						
L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		
Split Phase						Split Phase						Protected						
Include						Include						Include						
0	0	0				0	0	0				0	0	0				
0	0	0	0	0		1	0	0	0	1		1	0	1	0	0		
Volume Module:																		
0	0	0				81	0	177				239	304	0				
1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				
0	0	0				81	0	177				239	304	0				
0	0	0				6	0	10				12	0	0				
0	0	0				0	0	0				0	0	0				
0	0	0				87	0	187				251	304	0				
1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				
1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				
0	0	0				87	0	187				251	304	0				
0	0	0				0	0	0				0	0	0				
0	0	0				87	0	187				251	304	0				
0	0	0				0	0	187				0	0	0				
0	0	0				87	0	0				251	304	0				
1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				
1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				
0	0	0				87	0	0				251	304	0				
Saturation Flow Module:																		
1720	1720	1720				1720	1720	1720				1720	1720	1720				
1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				
0.00	0.00	0.00				1.00	0.00	1.00				1.00	1.00	0.00				
0	0	0				1720	0	1720				1720	1720	0				
Capacity Analysis Module:																		
0.00	0.00	0.00				0.05	0.00	0.00				0.15	0.18	0.00				
	0						87						251					
							****						****					

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

Intersection #7 W 10th/Auto Center Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Auto Center Drive						W 10th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	50	45	55	5	106	204	20	101	23	226	796	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:	50	45	55	5	106	204	20	101	23	226	796	0
Added Vol:	5	0	0	0	0	0	0	12	4	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	45	55	5	106	204	20	113	27	226	810	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:	55	45	55	5	106	204	20	113	27	226	810	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	45	55	5	106	204	20	113	27	226	810	0
RTOR Reduct:	0	0	0	0	0	20	0	0	27	0	0	0
RTOR Vol:	55	45	55	5	106	184	20	113	0	226	810	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:	55	45	55	5	106	184	20	113	0	226	810	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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1650	1650	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.03	0.11	0.01	0.03	0.00	0.14	0.25	0.00
Crit Volume:	55					184	20				405	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.2
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 0	0	0 1	0 0	0	0 1!	0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	41	251	0	0	61	0	1	0	31	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	251	0	0	61	0	1	0	31	0	0	0
Added Vol:	238	0	0	0	0	0	0	0	207	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	251	0	0	61	0	1	0	238	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:	279	251	0	0	61	0	1	0	238	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	251	0	0	61	0	1	0	238	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:	279	251	0	0	61	0	1	0	238	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	1.00	1.00	1.00	1.00	0.76	1.00	0.76	1.00	1.00	1.00
Lanes:	0.53	0.47	0.00	0.00	1.00	0.00	0.01	0.00	0.99	0.00	0.00	0.00
Final Sat.:	850	765	0	0	1900	0	6	0	1438	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.00	0.00	0.03	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****						****					
Green/Cycle:	0.66	0.66	0.00	0.00	0.66	0.00	0.34	0.00	0.67	0.00	0.00	0.00
Volume/Cap:	0.49	0.49	0.00	0.00	0.05	0.00	0.49	0.00	0.25	0.00	0.00	0.00
Uniform Del:	6.4	6.4	0.0	0.0	4.4	0.0	20.1	0.0	4.9	0.0	0.0	0.0
IncremntDel:	0.3	0.3	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.85	0.85	0.00	0.00	0.85	0.00	0.85	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	5.7	5.7	0.0	0.0	3.8	0.0	17.8	0.0	4.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	5.7	0.0	0.0	3.8	0.0	17.8	0.0	4.2	0.0	0.0	0.0
DesignQueue:	11	11	0	0	1	0	9	0	5	0	0	0

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

Scenario Report

Scenario:	Exist + Project (Typ) PM
Command:	Default Command
Volume:	Exist PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Project (Typ) PM
Trip Distribution:	Project Dist
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Trip Generation Report

Forecast for Typical PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Mt Diablo RR	1.00	Project Site	173.00	171.00	173	171	344	100.0
	Zone 1 Subtotal					173	171	344	100.0
TOTAL						173	171	344	100.0

Trip Distribution Report

Percent Of Trips Distribution

	To Gates								
Zone	1	2	3	4	5	6	7	8	9
1	6.0	5.0	3.0	3.0	2.0	35.0	40.0	4.0	2.0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 E Leland Road/Loveridge Road	B	xxxxx	0.629	B	xxxxx	0.635	+ 0.005 V/C
# 2 SR EB Ramps/Loveridge Road	C	xxxxx	0.768	D	xxxxx	0.810	+ 0.042 V/C
# 3 California/N Park/Loveridge	A	xxxxx	0.506	A	xxxxx	0.539	+ 0.032 V/C
# 4 California Avenue/SR 4 WB Ramp	B	xxxxx	0.649	B	xxxxx	0.669	+ 0.020 V/C
# 5 Loveridge/Pittsburg-Antioch Hi	E	xxxxx	0.968	F	xxxxx	1.064	+ 0.095 V/C
# 6 Loveridge Road/Buchanan Road	B	xxxxx	0.616	B	xxxxx	0.619	+ 0.003 V/C
# 7 W 10th/Auto Center Drive	A	xxxxx	0.507	A	xxxxx	0.510	+ 0.003 V/C
# 8	A	9.8	0.000	B	11.2	0.000	+ 1.409 D/V
# 9	B	10.6	0.000	B	10.8	0.000	+ 0.168 D/V

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

Intersection #1 E Leland Road/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Loveridge Road						E Leland 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
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	106	439	155	264	376	127	440	1132	216	196	327	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	439	155	264	376	127	440	1132	216	196	327	194
Added Vol:	0	14	0	3	14	7	7	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	453	155	267	390	134	447	1132	216	196	327	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	453	155	267	390	134	447	1132	216	196	327	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	453	155	267	390	134	447	1132	216	196	327	197
RTOR Reduct:	0	0	108	0	0	134	0	0	58	0	0	147
RTOR Vol:	106	453	47	267	390	0	447	1132	158	196	327	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	453	47	267	390	0	447	1132	158	196	327	50
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	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3300	1650	3000	3300	1650	3000	3300	1650	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.03	0.09	0.12	0.00	0.15	0.34	0.10	0.07	0.10	0.03
Crit Volume:		227			134			566			98	
Crit Moves:		****			****			****			****	

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

Intersection #2 SR EB Ramps/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	D

Street Name:	Loveridge Road						SR EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	1 0	0 0	1	1 0	0 1	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	1057	36	0	519	111	744	10	272	10	10	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	1057	36	0	519	111	744	10	272	10	10	10
Added Vol:	0	24	0	0	24	68	61	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1081	36	0	543	179	805	10	272	10	10	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	1081	36	0	543	179	805	10	272	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1081	36	0	543	179	805	10	272	10	10	10
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	1081	36	0	543	179	805	10	272	10	10	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	1081	36	0	543	179	805	10	272	10	10	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	1.94	0.06	0.00	1.50	0.50	1.00	0.50	0.50	0.34	0.33	0.33
Final Sat.:	0	3329	111	0	2587	853	1720	859	861	573	573	573
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.00	0.21	0.21	0.47	0.01	0.32	0.02	0.02	0.02
Crit Volume:		559			0			805			30	
Crit Moves:		****			****			****			****	

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

Intersection #3 California/N Park/Loveridge

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Loveridge Road						California Avenue/N Park Boulevar					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1	0 1	1 0	2	0 1	2 0	1	0 1	2 0	1	1 0
Volume Module:												
Base Vol:	454	427	203	19	190	273	267	300	358	82	154	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	427	203	19	190	273	267	300	358	82	154	19
Added Vol:	0	85	0	0	92	60	69	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	512	203	19	282	333	336	300	358	82	154	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	512	203	19	282	333	336	300	358	82	154	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	512	203	19	282	333	336	300	358	82	154	19
RTOR Reduct:	0	0	45	0	0	185	0	0	250	0	0	0
RTOR Vol:	454	512	158	19	282	148	336	300	108	82	154	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	512	158	19	282	148	336	300	108	82	154	19
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	0.91	1.00	1.00
Lanes:	1.41	1.59	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.78	0.22
Final Sat.:	2115	2624	1650	1650	3300	1650	3000	1650	1650	3000	2938	362
Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.10	0.01	0.09	0.09	0.11	0.18	0.07	0.03	0.05	0.05
Crit Volume:	322					148		300			87	
Crit Moves:	****					****		****			****	

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

Intersection #4 California Avenue/SR 4 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	SR 4 WB Ramps						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 0 1	0	1	0 0 1	0	2	0 1	0 1
Volume Module:												
Base Vol:	26	37	252	49	56	18	9	624	10	591	230	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	37	252	49	56	18	9	624	10	591	230	89
Added Vol:	0	0	69	0	0	0	0	0	0	60	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	37	321	49	56	18	9	624	10	651	230	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	37	321	49	56	18	9	624	10	651	230	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	37	321	49	56	18	9	624	10	651	230	89
RTOR Reduct:	0	0	321	0	0	0	0	0	0	0	0	49
RTOR Vol:	26	37	0	49	56	18	9	624	10	651	230	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	37	0	49	56	18	9	624	10	651	230	40
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	0.91	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.76	0.24	1.00	0.98	0.02	2.00	1.00	1.00
Final Sat.:	1500	1650	1650	1650	1249	401	1650	1624	26	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.03	0.04	0.04	0.01	0.38	0.38	0.22	0.14	0.02
Crit Volume:		37				74		634		326		
Crit Moves:		****				****		****		****		

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.064
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 | Level Of Service: F

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 0 1	0	1	0 0 1	0	1	0 1	0 1
Volume Module:												
Base Vol:	118	55	571	102	173	14	4	550	99	191	145	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	55	571	102	173	14	4	550	99	191	145	15
Added Vol:	0	154	0	14	152	5	5	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	209	571	116	325	19	9	550	99	191	145	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	209	571	116	325	19	9	550	99	191	145	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	209	571	116	325	19	9	550	99	191	145	29
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	29
RTOR Vol:	118	209	571	116	325	19	9	550	99	191	145	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:	118	209	571	116	325	19	9	550	99	191	145	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:	0.26	0.74	1.00	1.00	0.94	0.06	1.00	0.85	0.15	1.00	1.00	1.00
Final Sat.:	434	1216	1650	1650	1559	91	1650	1398	252	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.27	0.17	0.35	0.07	0.21	0.21	0.01	0.39	0.39	0.12	0.09	0.00
Crit Volume:			571			344		649		191		
Crit Moves:			****			****		****		****		

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

Intersection #6 Loveridge Road/Buchanan Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Loveridge 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:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0			254	0	216			138	806	0			0	399	163		
Growth Adj:	1.00	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			254	0	216			138	806	0			0	399	163		
Added Vol:	0	0	0			5	0	9			9	0	0			0	0	5		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			259	0	225			147	806	0			0	399	168		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	0			259	0	225			147	806	0			0	399	168		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			259	0	225			147	806	0			0	399	168		
RTOR Reduct:	0	0	0			0	0	147			0	0	0			0	0	168		
RTOR Vol:	0	0	0			259	0	78			147	806	0			0	399	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	0	0	0			259	0	78			147	806	0			0	399	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:	0.00	0.00	0.00			1.00	0.00	1.00			1.00	1.00	0.00			0.00	1.00	1.00		
Final Sat.:	0	0	0			1720	0	1720			1720	1720	0			0	1720	1720		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.15	0.00	0.05			0.09	0.47	0.00			0.00	0.23	0.00		
Crit Volume:		0				259						806				0				
Crit Moves:						****						****				****				

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

Intersection #7 W 10th/Auto Center Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Auto Center Drive						W 10th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	43	103	213	7	86	45	99	951	117	141	196	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	103	213	7	86	45	99	951	117	141	196	3
Added Vol:	3	0	0	0	0	0	0	10	3	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	103	213	7	86	45	99	961	120	141	206	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	103	213	7	86	45	99	961	120	141	206	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	103	213	7	86	45	99	961	120	141	206	3
RTOR Reduct:	0	0	0	0	0	45	0	0	46	0	0	3
RTOR Vol:	46	103	213	7	86	0	99	961	74	141	206	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:	46	103	213	7	86	0	99	961	74	141	206	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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1650	1650	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.13	0.00	0.03	0.00	0.06	0.29	0.04	0.09	0.06	0.00
Crit Volume:			213	7				481		141		
Crit Moves:			****	****				****		****		

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

Intersection #8

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[11.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	1	0	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	30	44	0		0	257	0						1	0	32		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:	30	44	0		0	257	0						1	0	32		0	0	0					
Added Vol:	156	17	0		0	17	0						0	0	154		0	0	0					
PasserByVol:	0	0	0		0	0	0						0	0	0		0	0	0					
Initial Fut:	186	61	0		0	274	0						1	0	186		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:	186	61	0		0	274	0						1	0	186		0	0	0					
Reduct Vol:	0	0	0		0	0	0						0	0	0		0	0	0					
FinalVolume:	186	61	0		0	274	0						1	0	186		0	0	0					
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx						6.4	6.5	6.2		xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx						3.5	4.0	3.3		xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	274	xxxx	xxxxx		xxxx	xxxx	xxxxx						707	707	274		xxxx	xxxx	xxxxx					
Potent Cap.:	1301	xxxx	xxxxx		xxxx	xxxx	xxxxx						405	363	770		xxxx	xxxx	xxxxx					
Move Cap.:	1301	xxxx	xxxxx		xxxx	xxxx	xxxxx						355	305	770		xxxx	xxxx	xxxxx					
Volume/Cap:	0.14	xxxx	xxxx		xxxx	xxxx	xxxx						0.00	0.00	0.24		xxxx	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	0.5	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
Control Del:	8.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
LOS by Move:	A	*	*		*	*	*		*	*	*		*	*	*									
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	765	xxxxx		xxxx	xxxx	xxxxx									
SharedQueue:	0.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	1.0	xxxxx		xxxxx	xxxx	xxxxx									
Shrd ConDel:	8.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	11.2	xxxxx		xxxxx	xxxx	xxxxx									
Shared LOS:	A	*	*		*	*	*		*	B	*		*	*	*									
ApproachDel:	xxxxxx				xxxxxx				11.2				xxxxxx											
ApproachLOS:	*				*				B				*											

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

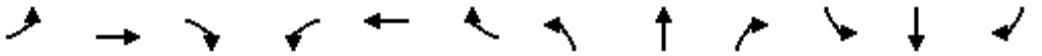
Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9

Average Delay (sec/veh): 9.8 Worst Case Level Of Service: B[10.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	0	0	0	0 1	0	0	0	0	0	1	0	0	0	0	0
Volume Module:																
Base Vol:	13	32	0	0	249	0	0	0	8	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:	13	32	0	0	249	0	0	0	8	0	0	0				
Added Vol:	17	0	0	0	0	0	0	0	17	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	30	32	0	0	249	0	0	0	25	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:	30	32	0	0	249	0	0	0	25	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	30	32	0	0	249	0	0	0	25	0	0	0				
Critical Gap Module:																
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	125	0	xxxxx	xxxx	25	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	854	900	xxxxx	xxxx	872	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	666	900	xxxxx	xxxx	872	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.05	0.04	xxxx	xxxx	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	1.2	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	B	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	769	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	10.1			10.8			xxxxxx			xxxxxx						
ApproachLOS:	B			B			*			*						

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



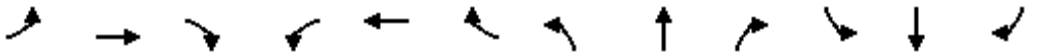
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	217	197	140	158	702	225	133	526	85	242	335	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98	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	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)	3367	3471	1514	3367	3471	1513	1736	3471	1524	3367	3471	1514
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)	3367	3471	1514	3367	3471	1513	1736	3471	1524	3367	3471	1514
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	249	226	161	182	807	259	153	605	98	278	385	146
RTOR Reduction (vph)	0	0	94	0	0	155	0	0	41	0	0	123
Lane Group Flow (vph)	249	226	67	182	807	104	153	605	57	278	385	23
Confl. Peds. (#/hr)			9			10			5			10
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Actuated Green, G (s)	13.8	53.7	53.7	12.2	52.1	52.1	23.7	28.2	28.2	15.9	20.4	20.4
Effective Green, g (s)	13.8	53.7	53.7	12.2	52.1	52.1	23.7	28.2	28.2	15.9	20.4	20.4
Actuated g/C Ratio	0.11	0.41	0.41	0.09	0.40	0.40	0.18	0.22	0.22	0.12	0.16	0.16
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	357	1434	625	316	1391	606	316	753	331	412	545	238
v/s Ratio Prot	c0.07	0.07		0.05	c0.23		0.09	c0.17		0.08	c0.11	
v/s Ratio Perm			0.04			0.07			0.04			0.02
v/c Ratio	0.70	0.16	0.11	0.58	0.58	0.17	0.48	0.80	0.17	0.67	0.71	0.10
Uniform Delay, d1	56.1	24.0	23.4	56.4	30.4	25.1	47.7	48.3	41.4	54.6	52.0	46.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.77	0.52	1.00	1.00	1.00
Incremental Delay, d2	5.8	0.2	0.3	2.5	1.8	0.6	1.1	6.0	0.2	4.3	4.2	0.2
Delay (s)	61.9	24.2	23.8	59.0	32.2	25.7	37.3	43.1	21.6	58.9	56.1	47.1
Level of Service	E	C	C	E	C	C	D	D	C	E	E	D
Approach Delay (s)		38.9			34.7			39.6			55.4	
Approach LOS		D			C			D			E	

Intersection Summary			
HCM Average Control Delay	41.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	69.2%	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												
Volume (vph)	339	6	384	10	10	10	0	919	20	0	363	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		3.0			4.5			5.0	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.95			1.00			0.95	
Flt Protected		0.95	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1677	1495		1653			3332			3159	
Flt Permitted		0.95	1.00		0.98			1.00			1.00	
Satd. Flow (perm)		1677	1495		1653			3332			3159	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	390	7	441	11	11	11	0	1056	23	0	417	241
RTOR Reduction (vph)	0	0	330	0	11	0	0	1	0	0	63	0
Lane Group Flow (vph)	0	397	111	0	22	0	0	1078	0	0	595	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Split		Perm	Split								
Protected Phases	4	4		3	3			2			6	
Permitted Phases			4									
Actuated Green, G (s)		30.3	30.3		4.8			72.4			71.9	
Effective Green, g (s)		30.3	30.3		4.8			72.4			71.9	
Actuated g/C Ratio		0.25	0.25		0.04			0.60			0.60	
Clearance Time (s)		5.0	5.0		3.0			4.5			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		423	377		66			2010			1893	
v/s Ratio Prot		c0.24			c0.01			c0.32			0.19	
v/s Ratio Perm			0.07									
v/c Ratio		0.94	0.30		0.34			0.54			0.31	
Uniform Delay, d1		43.9	36.2		56.1			14.0			11.9	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		28.4	0.4		3.1			1.0			0.4	
Delay (s)		72.4	36.7		59.1			15.0			12.3	
Level of Service		E	D		E			B			B	
Approach Delay (s)		53.6			59.1			15.0			12.3	
Approach LOS		D			E			B			B	

Intersection Summary			
HCM Average Control Delay	27.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	59.7%	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												
Volume (vph)	167	60	216	38	172	9	534	448	73	13	319	699
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5		5.0	5.0	5.0	5.0	5.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
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	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	1759	1476	3242	3316		1521	3151	1495	1671	3343	1495
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3242	1759	1476	3242	3316		1521	3151	1495	1671	3343	1495
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	192	69	248	44	198	10	614	515	84	15	367	803
RTOR Reduction (vph)	0	0	216	0	3	0	0	0	15	0	0	0
Lane Group Flow (vph)	192	69	32	44	205	0	368	761	69	15	367	803
Confl. Peds. (#/hr)			1			1						
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Split		Perm	Split			Split		Perm	Split		Free
Protected Phases	2	2		6	6		8	8		4	4	
Permitted Phases			2						8			Free
Actuated Green, G (s)	12.7	12.7	12.7	12.3	12.3		34.9	34.9	34.9	17.4	17.4	98.3
Effective Green, g (s)	12.7	12.7	12.7	12.3	12.3		34.9	34.9	34.9	17.4	17.4	98.3
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13		0.36	0.36	0.36	0.18	0.18	1.00
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5		5.0	5.0	5.0	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	
Lane Grp Cap (vph)	419	227	191	406	415		540	1119	531	296	592	1495
v/s Ratio Prot	0.06	0.04		0.01	0.06		c0.24	0.24		0.01	0.11	
v/s Ratio Perm			0.02						0.05			c0.54
v/c Ratio	0.46	0.30	0.17	0.11	0.49		0.68	0.68	0.13	0.05	0.62	0.54
Uniform Delay, d1	39.6	38.8	38.1	38.1	40.1		27.0	27.0	21.4	33.6	37.4	0.0
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	0.8	0.8	0.4	0.1	0.9		3.5	1.7	0.1	0.1	1.9	1.4
Delay (s)	40.4	39.6	38.5	38.3	41.0		30.5	28.7	21.5	33.7	39.3	1.4
Level of Service	D	D	D	D	D		C	C	C	C	D	A
Approach Delay (s)		39.4			40.5			28.7			13.5	
Approach LOS		D			D			C			B	

Intersection Summary			
HCM Average Control Delay	25.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	98.3	Sum of lost time (s)	5.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

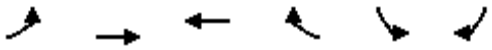
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	183	15	1064	244	136	11	48	201	59	102	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	4.0	3.0	3.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1719	1789		3335	1810	1491	1633	1718	1538	1719	1777	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1719	1789		3335	1810	1491	1633	1718	1538	1719	1777	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	28	210	17	1223	280	156	13	55	231	68	117	16
RTOR Reduction (vph)	0	2	0	0	0	50	0	0	0	0	4	0
Lane Group Flow (vph)	28	225	0	1223	280	106	12	56	231	68	129	0
Confl. Peds. (#/hr)						4						
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot			Prot		Perm	Split		Free	Split		
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases						6			Free			
Actuated Green, G (s)	4.9	32.7		54.1	81.4	81.4	6.0	6.0	120.0	13.7	13.7	
Effective Green, g (s)	4.9	32.7		54.1	81.4	81.4	6.0	6.0	120.0	13.7	13.7	
Actuated g/C Ratio	0.04	0.27		0.45	0.68	0.68	0.05	0.05	1.00	0.11	0.11	
Clearance Time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5		3.0	3.0	
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)	70	488		1504	1228	1011	82	86	1538	196	203	
v/s Ratio Prot	0.02	c0.13		c0.37	0.15		0.01	c0.03		0.04	c0.07	
v/s Ratio Perm						0.07			0.15			
v/c Ratio	0.40	0.46		0.81	0.23	0.10	0.15	0.65	0.15	0.35	0.63	
Uniform Delay, d1	56.1	36.3		28.6	7.3	6.7	54.5	56.0	0.0	49.0	50.8	
Progression Factor	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	3.1		3.5	0.4	0.2	0.8	16.3	0.2	1.1	6.3	
Delay (s)	59.8	39.4		32.0	7.8	6.9	55.4	72.3	0.2	50.1	57.1	
Level of Service	E	D		C	A	A	E	E	A	D	E	
Approach Delay (s)		41.7			25.6			15.9			54.7	
Approach LOS		D			C			B			D	

Intersection Summary			
HCM Average Control Delay	28.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	60.8%	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												
Volume (vph)	31	88	122	621	429	129	96	418	129	24	249	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0		5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		0.95		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	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		0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1504	1434		1504	1583	1346		2883		1504	1559	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1504	1434		1504	1583	1346		2883		1504	1559	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	36	101	140	714	493	148	110	480	148	28	286	32
RTOR Reduction (vph)	0	34	0	0	0	51	0	15	0	0	2	0
Lane Group Flow (vph)	36	207	0	714	493	97	0	723	0	28	316	0
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Prot			Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						
Actuated Green, G (s)	6.3	28.0		40.0	61.7	61.7		25.0		28.0	28.0	
Effective Green, g (s)	6.3	28.0		40.0	61.7	61.7		25.0		28.0	28.0	
Actuated g/C Ratio	0.04	0.19		0.28	0.43	0.43		0.17		0.19	0.19	
Clearance Time (s)	5.0	7.0		5.0	7.0	7.0		6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	65	277		415	674	573		497		290	301	
v/s Ratio Prot	0.02	0.14		c0.47	c0.31			c0.25		0.02	c0.20	
v/s Ratio Perm						0.07						
v/c Ratio	0.55	0.75		1.72	0.73	0.17		1.45		0.10	1.05	
Uniform Delay, d1	68.0	55.2		52.5	34.7	25.8		60.0		48.1	58.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	9.8	10.5		334.3	6.9	0.6		215.7		0.1	65.1	
Delay (s)	77.8	65.7		386.8	41.6	26.4		275.7		48.2	123.6	
Level of Service	E	E		F	D	C		F		D	F	
Approach Delay (s)		67.3			221.8			275.7			117.5	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM Average Control Delay	207.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	108.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

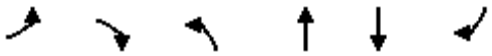


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	251	304	728	193	87	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1845	1845	1545	1752	1513
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	1845	1845	1545	1752	1513
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	289	349	837	222	100	215
RTOR Reduction (vph)	0	0	0	22	0	194
Lane Group Flow (vph)	289	349	837	200	100	21
Confl. Peds. (#/hr)				2	2	5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	25.8	106.7	75.9	75.9	12.8	12.8
Effective Green, g (s)	25.8	106.7	75.9	75.9	12.8	12.8
Actuated g/C Ratio	0.20	0.82	0.58	0.58	0.10	0.10
Clearance Time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	348	1514	1077	902	173	149
v/s Ratio Prot	c0.16	0.19	c0.45		c0.06	
v/s Ratio Perm				0.13		0.01
v/c Ratio	0.83	0.23	0.78	0.22	0.58	0.14
Uniform Delay, d1	50.0	2.6	20.6	12.9	56.0	53.6
Progression Factor	1.00	1.00	1.00	1.00	1.26	4.25
Incremental Delay, d2	15.4	0.4	5.5	0.6	4.3	0.4
Delay (s)	65.4	2.9	26.1	13.5	75.0	228.2
Level of Service	E	A	C	B	E	F
Approach Delay (s)		31.2	23.5		179.6	
Approach LOS		C	C		F	

Intersection Summary			
HCM Average Control Delay	50.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	73.5%	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												
Volume (vph)	20	113	27	226	810	0	55	45	55	5	106	204
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
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes	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		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3505		1752	3195		1752	3505	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1752	3505	1568	1752	3505		1752	3195		1752	3505	1568
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	23	130	31	260	931	0	63	52	63	6	122	234
RTOR Reduction (vph)	0	0	22	0	0	0	0	49	0	0	0	173
Lane Group Flow (vph)	23	130	9	260	931	0	63	66	0	6	122	61
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	0.7	14.4	14.4	8.5	22.2		3.1	11.7		0.5	9.1	9.1
Effective Green, g (s)	0.7	14.4	14.4	8.5	22.2		3.1	11.7		0.5	9.1	9.1
Actuated g/C Ratio	0.01	0.28	0.28	0.17	0.43		0.06	0.23		0.01	0.18	0.18
Clearance Time (s)	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
Lane Grp Cap (vph)	24	988	442	291	1523		106	732		17	624	279
v/s Ratio Prot	c0.01	0.04		c0.15	c0.27		c0.04	c0.02		0.00	0.03	
v/s Ratio Perm			0.01									c0.04
v/c Ratio	0.96	0.13	0.02	0.89	0.61		0.59	0.09		0.35	0.20	0.22
Uniform Delay, d1	25.2	13.7	13.3	20.9	11.1		23.4	15.5		25.1	17.9	18.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	163.4	0.1	0.0	27.3	0.7		8.6	0.1		12.2	0.2	0.4
Delay (s)	188.6	13.7	13.3	48.1	11.9		32.0	15.6		37.3	18.0	18.4
Level of Service	F	B	B	D	B		C	B		D	B	B
Approach Delay (s)		35.5			19.8			21.4			18.6	
Approach LOS		D			B			C			B	

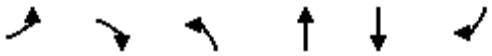
Intersection Summary			
HCM Average Control Delay	21.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	51.1	Sum of lost time (s)	20.0
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	231	264	314	70	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	2	266	303	361	80	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				931		
pX, platoon unblocked						
vC, conflicting volume	868	40	80			
vC1, stage 1 conf vol	80					
vC2, stage 2 conf vol	787					
vCu, unblocked vol	868	40	80			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)	6.0					
tF (s)	3.6	3.4	2.3			
p0 queue free %	99	74	79			
cM capacity (veh/h)	304	1003	1472			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	2	266	303	180	180	54	27
Volume Left	2	0	303	0	0	0	0
Volume Right	0	266	0	0	0	0	0
cSH	304	1003	1472	1700	1700	1700	1700
Volume to Capacity	0.01	0.26	0.21	0.11	0.11	0.03	0.02
Queue Length 95th (ft)	1	27	19	0	0	0	0
Control Delay (s)	16.9	9.9	8.1	0.0	0.0	0.0	0.0
Lane LOS	C	A	A				
Approach Delay (s)	9.9		3.7			0.0	
Approach LOS	A						

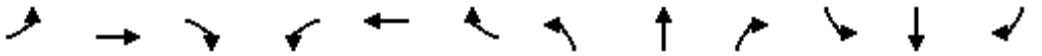
Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	31.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	23	30	286	47	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	26	34	329	54	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	287	27	54			
vC1, stage 1 conf vol	54					
vC2, stage 2 conf vol	233					
vCu, unblocked vol	287	27	54			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)	6.0					
tF (s)	3.6	3.4	2.3			
p0 queue free %	100	97	98			
cM capacity (veh/h)	723	1023	1507			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	26	34	164	164	36	18
Volume Left	0	34	0	0	0	0
Volume Right	26	0	0	0	0	0
cSH	1023	1507	1700	1700	1700	1700
Volume to Capacity	0.03	0.02	0.10	0.10	0.02	0.01
Queue Length 95th (ft)	2	2	0	0	0	0
Control Delay (s)	8.6	7.4	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	8.6	0.7			0.0	
Approach LOS	A					

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	447	1132	216	196	327	197	106	453	155	267	390	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.96	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	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1522	3433	3539	1528	1770	3539	1552	3433	3539	1542
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)	3433	3539	1522	3433	3539	1528	1770	3539	1552	3433	3539	1542
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)	471	1192	227	206	344	207	112	477	163	281	411	141
RTOR Reduction (vph)	0	0	63	0	0	131	0	0	90	0	0	118
Lane Group Flow (vph)	471	1192	164	206	344	76	112	477	73	281	411	23
Confl. Peds. (#/hr)			19			17			6			11
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Actuated Green, G (s)	23.0	59.9	59.9	10.7	47.6	47.6	18.3	23.9	23.9	15.5	21.1	21.1
Effective Green, g (s)	23.0	59.9	59.9	10.7	47.6	47.6	18.3	23.9	23.9	15.5	21.1	21.1
Actuated g/C Ratio	0.18	0.46	0.46	0.08	0.37	0.37	0.14	0.18	0.18	0.12	0.16	0.16
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	607	1631	701	283	1296	559	249	651	285	409	574	250
v/s Ratio Prot	c0.14	c0.34		0.06	0.10		0.06	c0.13		0.08	c0.12	
v/s Ratio Perm			0.11			0.05			0.05			0.01
v/c Ratio	0.78	0.73	0.23	0.73	0.27	0.14	0.45	0.73	0.26	0.69	0.72	0.09
Uniform Delay, d1	51.0	28.5	21.2	58.2	28.9	27.5	51.2	50.0	45.4	54.9	51.6	46.3
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	2.9	0.8	9.0	0.5	0.5	1.3	4.3	0.5	4.7	4.2	0.2
Delay (s)	57.2	31.4	22.0	67.2	29.4	28.0	52.5	54.3	45.9	59.7	55.9	46.5
Level of Service	E	C	C	E	C	C	D	D	D	E	E	D
Approach Delay (s)		36.7			39.3			52.2			55.5	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM Average Control Delay	43.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.0
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												
Volume (vph)	805	10	272	10	10	10	0	1081	36	0	543	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		3.0			4.5			5.0	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.95			1.00			0.96	
Flt Protected		0.95	1.00		0.98			1.00			1.00	
Satd. Flow (prot)		1758	1568		1733			3485			3375	
Flt Permitted		0.95	1.00		0.98			1.00			1.00	
Satd. Flow (perm)		1758	1568		1733			3485			3375	
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)	847	11	286	11	11	11	0	1138	38	0	572	188
RTOR Reduction (vph)	0	0	110	0	11	0	0	2	0	0	25	0
Lane Group Flow (vph)	0	858	176	0	22	0	0	1174	0	0	735	0
Confl. Peds. (#/hr)									7			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split		Perm	Split								
Protected Phases	4	4		3	3			2			6	
Permitted Phases			4									
Actuated Green, G (s)		45.0	45.0		4.8			57.7			57.2	
Effective Green, g (s)		45.0	45.0		4.8			57.7			57.2	
Actuated g/C Ratio		0.38	0.38		0.04			0.48			0.48	
Clearance Time (s)		5.0	5.0		3.0			4.5			5.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		659	588		69			1676			1609	
v/s Ratio Prot		c0.49			c0.01			c0.34			0.22	
v/s Ratio Perm			0.11									
v/c Ratio		1.30	0.30		0.33			0.70			0.46	
Uniform Delay, d1		37.5	26.4		56.0			24.4			21.0	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		146.8	0.3		2.7			2.5			0.9	
Delay (s)		184.3	26.7		58.8			26.9			21.9	
Level of Service		F	C		E			C			C	
Approach Delay (s)		144.9			58.8			26.9			21.9	
Approach LOS		F			E			C			C	

Intersection Summary			
HCM Average Control Delay	69.4	HCM Level of Service	E
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	90.8%	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												
Volume (vph)	336	300	358	82	154	19	454	512	203	19	282	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5		5.0	5.0	5.0	5.0	5.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95		0.91	0.91	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	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	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	1845	1547	3400	3441		1595	3322	1568	1752	3505	1549
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	1845	1547	3400	3441		1595	3322	1568	1752	3505	1549
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)	354	316	377	86	162	20	478	539	214	20	297	351
RTOR Reduction (vph)	0	0	280	0	6	0	0	0	47	0	0	0
Lane Group Flow (vph)	354	316	97	86	176	0	330	687	167	20	297	351
Confl. Peds. (#/hr)			2			1						1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split		Perm	Split			Split		Perm	Split		Free
Protected Phases	2	2		6	6		8	8		4	4	
Permitted Phases			2						8			Free
Actuated Green, G (s)	28.4	28.4	28.4	11.7	11.7		33.8	33.8	33.8	15.7	15.7	110.6
Effective Green, g (s)	28.4	28.4	28.4	11.7	11.7		33.8	33.8	33.8	15.7	15.7	110.6
Actuated g/C Ratio	0.26	0.26	0.26	0.11	0.11		0.31	0.31	0.31	0.14	0.14	1.00
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5		5.0	5.0	5.0	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	
Lane Grp Cap (vph)	873	474	397	360	364		487	1015	479	249	498	1549
v/s Ratio Prot	0.10	c0.17		0.03	c0.05		c0.21	0.21		0.01	c0.08	
v/s Ratio Perm			0.06						0.11			0.23
v/c Ratio	0.41	0.67	0.24	0.24	0.48		0.68	0.68	0.35	0.08	0.60	0.23
Uniform Delay, d1	34.1	36.9	32.6	45.4	46.6		33.6	33.6	29.9	41.2	44.5	0.0
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	0.3	3.5	0.3	0.3	1.0		3.7	1.8	0.4	0.1	1.9	0.3
Delay (s)	34.4	40.4	32.9	45.7	47.6		37.4	35.4	30.3	41.3	46.4	0.3
Level of Service	C	D	C	D	D		D	D	C	D	D	A
Approach Delay (s)		35.7			47.0			35.1			22.0	
Approach LOS		D			D			D			C	

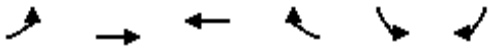
Intersection Summary			
HCM Average Control Delay	33.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	110.6	Sum of lost time (s)	21.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	624	10	651	230	89	26	37	321	49	56	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	4.0	3.0	3.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	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		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1840		3400	1845	1568	1665	1746	1549	1752	1777	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1752	1840		3400	1845	1568	1665	1746	1549	1752	1777	
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)	9	657	11	685	242	94	27	39	338	52	59	19
RTOR Reduction (vph)	0	0	0	0	0	24	0	0	0	0	10	0
Lane Group Flow (vph)	9	668	0	685	242	70	24	42	338	52	68	0
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot			Prot		Perm	Split		Free	Split		
Protected Phases	5	2		1	6		8	8		7	7	
Permitted Phases						6			Free			
Actuated Green, G (s)	1.5	61.5		29.8	89.3	89.3	6.5	6.5	120.0	8.7	8.7	
Effective Green, g (s)	1.5	61.5		29.8	89.3	89.3	6.5	6.5	120.0	8.7	8.7	
Actuated g/C Ratio	0.01	0.51		0.25	0.74	0.74	0.05	0.05	1.00	0.07	0.07	
Clearance Time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5		3.0	3.0	
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)	22	943		844	1373	1167	90	95	1549	127	129	
v/s Ratio Prot	0.01	c0.36		c0.20	0.13		0.01	c0.02		0.03	c0.04	
v/s Ratio Perm						0.04			0.22			
v/c Ratio	0.41	0.71		0.81	0.18	0.06	0.27	0.44	0.22	0.41	0.53	
Uniform Delay, d1	58.8	22.4		42.5	4.5	4.1	54.5	55.0	0.0	53.2	53.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	11.9	4.5		6.0	0.3	0.1	1.6	3.3	0.3	2.1	3.8	
Delay (s)	70.7	26.9		48.4	4.8	4.2	56.1	58.3	0.3	55.3	57.5	
Level of Service	E	C		D	A	A	E	E	A	E	E	
Approach Delay (s)		27.4			34.0			9.7			56.6	
Approach LOS		C			C			A			E	

Intersection Summary			
HCM Average Control Delay	28.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	71.4%	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												
Volume (vph)	9	550	99	191	145	29	118	209	571	116	325	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0		5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85		0.90		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1547	1591		1547	1629	1384		2781		1547	1612	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1547	1591		1547	1629	1384		2781		1547	1612	
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)	9	579	104	201	153	31	124	220	601	122	342	20
RTOR Reduction (vph)	0	5	0	0	0	18	0	236	0	0	2	0
Lane Group Flow (vph)	9	678	0	201	153	13	0	709	0	122	360	0
Confl. Peds. (#/hr)												4
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot			Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						2						
Actuated Green, G (s)	1.6	45.0		14.0	57.4	57.4		24.0		28.0	28.0	
Effective Green, g (s)	1.6	45.0		14.0	57.4	57.4		24.0		28.0	28.0	
Actuated g/C Ratio	0.01	0.33		0.10	0.43	0.43		0.18		0.21	0.21	
Clearance Time (s)	5.0	7.0		5.0	7.0	7.0		6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)	18	530		160	693	588		494		321	334	
v/s Ratio Prot	0.01	c0.43		c0.13	0.09			c0.25		0.08	c0.22	
v/s Ratio Perm						0.01						
v/c Ratio	0.50	1.28		1.26	0.22	0.02		1.44		0.38	1.08	
Uniform Delay, d1	66.3	45.0		60.5	24.6	22.5		55.5		46.0	53.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	20.2	139.9		156.1	0.2	0.0		207.2		0.8	72.0	
Delay (s)	86.5	184.9		216.6	24.8	22.5		262.7		46.8	125.5	
Level of Service	F	F		F	C	C		F		D	F	
Approach Delay (s)		183.6			124.7			262.7			105.6	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	189.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	121.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



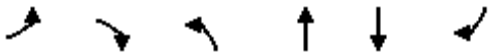
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	147	806	399	168	259	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	1881	1881	1577	1787	1545
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1787	1881	1881	1577	1787	1545
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	155	848	420	177	273	237
RTOR Reduction (vph)	0	0	0	26	0	192
Lane Group Flow (vph)	155	848	420	151	273	45
Confl. Peds. (#/hr)				1	6	4
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	18.0	107.1	84.1	84.1	27.4	27.4
Effective Green, g (s)	18.0	107.1	84.1	84.1	27.4	27.4
Actuated g/C Ratio	0.12	0.74	0.58	0.58	0.19	0.19
Clearance Time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	222	1389	1091	915	338	292
v/s Ratio Prot	c0.09	c0.45	0.22		c0.15	
v/s Ratio Perm				0.10		0.03
v/c Ratio	0.70	0.61	0.38	0.17	0.81	0.15
Uniform Delay, d1	60.9	9.0	16.5	14.1	56.3	49.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.2	2.0	1.0	0.4	13.2	0.2
Delay (s)	70.1	11.0	17.5	14.5	69.5	49.4
Level of Service	E	B	B	B	E	D
Approach Delay (s)		20.2	16.6		60.1	
Approach LOS		C	B		E	

Intersection Summary			
HCM Average Control Delay	28.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	65.9%	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												
Volume (vph)	99	961	120	141	206	3	46	103	213	7	86	45
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	3.0		4.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	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)	1770	3539	1562	1770	3539	1561	1770	3150		1770	3539	1557
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)	1770	3539	1562	1770	3539	1561	1770	3150		1770	3539	1557
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)	104	1012	126	148	217	3	48	108	224	7	91	47
RTOR Reduction (vph)	0	0	34	0	0	2	0	183	0	0	0	40
Lane Group Flow (vph)	104	1012	92	148	217	1	48	149	0	7	91	7
Confl. Peds. (#/hr)			2			3			3			6
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	7.8	29.2	29.2	9.2	30.6	30.6	2.9	12.1		0.8	10.0	10.0
Effective Green, g (s)	7.8	29.2	29.2	9.2	30.6	30.6	2.9	12.1		0.8	10.0	10.0
Actuated g/C Ratio	0.12	0.44	0.44	0.14	0.46	0.46	0.04	0.18		0.01	0.15	0.15
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0		4.0	3.0	3.0
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)	208	1559	688	246	1633	720	77	575		21	534	235
v/s Ratio Prot	0.06	c0.29		c0.08	0.06		c0.03	c0.05		0.00	0.03	
v/s Ratio Perm			0.06			0.00						0.00
v/c Ratio	0.50	0.65	0.13	0.60	0.13	0.00	0.62	0.26		0.33	0.17	0.03
Uniform Delay, d1	27.4	14.5	11.0	26.8	10.2	9.6	31.2	23.3		32.5	24.5	24.0
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	1.9	0.9	0.1	4.1	0.0	0.0	14.7	0.2		9.1	0.2	0.1
Delay (s)	29.3	15.5	11.1	30.9	10.3	9.6	45.8	23.5		41.6	24.7	24.1
Level of Service	C	B	B	C	B	A	D	C		D	C	C
Approach Delay (s)		16.2			18.6			26.3			25.3	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	19.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	66.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		

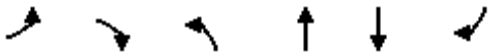
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	186	186	61	274	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	196	196	64	288	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				1001		
pX, platoon unblocked						
vC, conflicting volume	712	144	288			
vC1, stage 1 conf vol	288					
vC2, stage 2 conf vol	424					
vCu, unblocked vol	712	144	288			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	77	84			
cM capacity (veh/h)	478	868	1249			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	1	196	196	32	32	192	96
Volume Left	1	0	196	0	0	0	0
Volume Right	0	196	0	0	0	0	0
cSH	478	868	1249	1700	1700	1700	1700
Volume to Capacity	0.00	0.23	0.16	0.02	0.02	0.11	0.06
Queue Length 95th (ft)	0	22	14	0	0	0	0
Control Delay (s)	12.5	10.4	8.4	0.0	0.0	0.0	0.0
Lane LOS	B	B	A				
Approach Delay (s)	10.4		6.3			0.0	
Approach LOS	B						

Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	25	30	32	249	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	26	32	34	262	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	342	131	262			
vC1, stage 1 conf vol	262					
vC2, stage 2 conf vol	80					
vCu, unblocked vol	342	131	262			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	98			
cM capacity (veh/h)	712	885	1278			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	26	32	17	17	175	87
Volume Left	0	32	0	0	0	0
Volume Right	26	0	0	0	0	0
cSH	885	1278	1700	1700	1700	1700
Volume to Capacity	0.03	0.02	0.01	0.01	0.10	0.05
Queue Length 95th (ft)	2	2	0	0	0	0
Control Delay (s)	9.2	7.9	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	9.2	3.8			0.0	
Approach LOS	A					

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 1	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	96	206	129	7	65	22	24	88	122	621	429	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	206	129	7	65	22	24	88	122	621	429	110
Added Vol:	0	212	0	17	184	6	7	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	418	129	24	249	28	31	88	122	621	429	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	418	129	24	249	28	31	88	122	621	429	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	418	129	24	249	28	31	88	122	621	429	129
RTOR Reduct:	0	0	0	0	0	0	0	0	96	0	0	24
RTOR Vol:	96	418	129	24	249	28	31	88	26	621	429	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	418	129	24	249	28	31	88	26	621	429	105
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:	0.30	1.30	0.40	1.00	1.80	0.20	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	493	2145	662	1650	2966	334	1650	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.01	0.08	0.08	0.02	0.05	0.02	0.21	0.26	0.06
Crit Volume:	321			139			31			429		
Crit Moves:	****			****			****			****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	88	122	621	429	129	96	418	129	24	249	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	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		0.97		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1504	1583	1328	2918	1583	1346		2884		1504	2963	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1504	1583	1328	2918	1583	1346		2884		1504	2963	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	36	101	140	714	493	148	110	480	148	28	286	32
RTOR Reduction (vph)	0	0	114	0	0	48	0	15	0	0	6	0
Lane Group Flow (vph)	36	101	26	714	493	100	0	723	0	28	312	0
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6			2						
Actuated Green, G (s)	5.6	27.0	27.0	39.4	60.8	60.8		34.0		20.6	20.6	
Effective Green, g (s)	5.6	27.0	27.0	39.4	60.8	60.8		34.0		20.6	20.6	
Actuated g/C Ratio	0.04	0.19	0.19	0.27	0.42	0.42		0.23		0.14	0.14	
Clearance Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
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)	58	295	247	793	664	564		676		214	421	
v/s Ratio Prot	0.02	0.06		c0.24	c0.31			c0.25		0.02	c0.11	
v/s Ratio Perm			0.02			0.07						
v/c Ratio	0.62	0.34	0.11	0.90	0.74	0.18		1.07		0.13	0.74	
Uniform Delay, d1	68.7	51.3	49.0	50.9	35.5	26.4		55.5		54.4	59.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	18.8	0.7	0.2	15.3	7.3	0.7		54.6		0.3	6.9	
Delay (s)	87.5	52.0	49.2	66.2	42.8	27.1		110.1		54.7	66.5	
Level of Service	F	D	D	E	D	C		F		D	E	
Approach Delay (s)		55.2			53.4			110.1			65.6	
Approach LOS		E			D			F			E	

Intersection Summary			
HCM Average Control Delay	70.5	HCM Level of Service	E
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	Level Of Service:	D

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 1	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	118	55	571	102	173	14	4	550	99	191	145	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	55	571	102	173	14	4	550	99	191	145	15
Added Vol:	0	154	0	14	152	5	5	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	209	571	116	325	19	9	550	99	191	145	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	209	571	116	325	19	9	550	99	191	145	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	209	571	116	325	19	9	550	99	191	145	29
RTOR Reduct:	0	0	0	0	0	0	0	0	99	0	0	29
RTOR Vol:	118	209	571	116	325	19	9	550	0	191	145	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:	118	209	571	116	325	19	9	550	0	191	145	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:	0.26	0.74	1.00	1.00	1.89	0.11	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	434	1216	1650	1650	3118	182	1650	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.27	0.17	0.35	0.07	0.10	0.10	0.01	0.33	0.00	0.06	0.09	0.00
Crit Volume:			571			172		550		96		
Crit Moves:			****			****		****		****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	550	99	191	145	29	118	209	571	116	325	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	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		0.90		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1547	1629	1384	3001	1629	1384		2781		1547	3063	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1547	1629	1384	3001	1629	1384		2781		1547	3063	
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)	9	579	104	201	153	31	124	220	601	122	342	20
RTOR Reduction (vph)	0	0	38	0	0	17	0	220	0	0	3	0
Lane Group Flow (vph)	9	579	66	201	153	14	0	725	0	122	359	0
Confl. Peds. (#/hr)												4
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6			2						
Actuated Green, G (s)	1.4	54.7	54.7	10.0	63.3	63.3		34.0		22.3	22.3	
Effective Green, g (s)	1.4	54.7	54.7	10.0	63.3	63.3		34.0		22.3	22.3	
Actuated g/C Ratio	0.01	0.38	0.38	0.07	0.44	0.44		0.23		0.15	0.15	
Clearance Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
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)	15	615	522	207	711	604		652		238	471	
v/s Ratio Prot	0.01	c0.36		c0.07	0.09			c0.26		0.08	c0.12	
v/s Ratio Perm			0.05			0.01						
v/c Ratio	0.60	0.94	0.13	0.97	0.22	0.02		1.11		0.51	0.76	
Uniform Delay, d1	71.5	43.6	29.5	67.4	25.4	23.2		55.5		56.4	58.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	51.0	24.4	0.5	54.0	0.2	0.0		70.3		1.9	7.1	
Delay (s)	122.6	68.0	30.0	121.3	25.6	23.3		125.8		58.2	65.9	
Level of Service	F	E	C	F	C	C		F		E	E	
Approach Delay (s)		63.0			75.4			125.8			64.0	
Approach LOS		E			E			F			E	

Intersection Summary			
HCM Average Control Delay	88.8	HCM Level of Service	F
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	101.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX C:
CUMULATIVE CONDITIONS AND CUMULATIVE PLUS PROJECT CONDITIONS ANALYSIS WORKSHEETS

CUMULATIVE CONDITIONS

Scenario Report

Scenario:	Future AM
Command:	Default Command
Volume:	Future AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 E Leland Road/Loveridge Road	B	xxxxx	0.689	B	xxxxx	0.689	+ 0.000 V/C
# 2 SR EB Ramps/Loveridge Road	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000 V/C
# 3 California/N Park/Loveridge	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
# 4 California Avenue/SR 4 WB Ramp	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
# 5 Loveridge/Pittsburg-Antioch Hi	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000 V/C
# 6 Loveridge Road/Buchanan Road	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
# 7 W 10th/Auto Center Drive	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000 V/C
# 8	A	9.2	0.000	A	9.2	0.000	+ 0.000 D/V
# 9	A	8.7	0.000	A	8.7	0.000	+ 0.000 D/V

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

Intersection #1 E Leland Road/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	Loveridge Road						E Leland 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
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	190	620	120	330	440	170	290	280	200	220	970	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:	190	620	120	330	440	170	290	280	200	220	970	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:	190	620	120	330	440	170	290	280	200	220	970	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	620	120	330	440	170	290	280	200	220	970	310
RTOR Reduct:	0	0	120	0	0	160	0	0	105	0	0	182
RTOR Vol:	190	620	0	330	440	11	290	280	96	220	970	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	620	0	330	440	11	290	280	96	220	970	129
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	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3300	1650	3000	3300	1650	3000	3300	1650	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.00	0.11	0.13	0.01	0.10	0.08	0.06	0.07	0.29	0.08
Crit Volume:		310			165			145			485	
Crit Moves:		****			****			****			****	

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

Intersection #2 SR EB Ramps/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	Loveridge Road						SR EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0 2	0	0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	760	360	180	480	0	360	0	530	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	760	360	180	480	0	360	0	530	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:	0	760	360	180	480	0	360	0	530	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	760	360	180	480	0	360	0	530	0	0	0
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	760	360	180	480	0	360	0	530	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	760	360	180	480	0	360	0	530	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	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3440	1720	3127	3440	0	3127	0	1720	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.21	0.06	0.14	0.00	0.12	0.00	0.31	0.00	0.00	0.00
Crit Volume:		380		90					530	0		
Crit Moves:		****		****					****			

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

Intersection #3 California/N Park/Loveridge

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	Loveridge Road						California Avenue/N Park Boulevar					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 0		1 0 2	0 1		2 0 1	0 1		2 0 1	0 1	
Volume Module:												
Base Vol:	390	650	80	20	290	600	100	60	330	40	180	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:	390	650	80	20	290	600	100	60	330	40	180	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:	390	650	80	20	290	600	100	60	330	40	180	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	650	80	20	290	600	100	60	330	40	180	10
RTOR Reduct:	0	0	0	0	0	55	0	0	215	0	0	10
RTOR Vol:	390	650	80	20	290	545	100	60	116	40	180	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:	390	650	80	20	290	545	100	60	116	40	180	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	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	1.78	0.22	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3000	2938	362	1650	3300	1650	3000	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.01	0.09	0.33	0.03	0.04	0.07	0.01	0.11	0.00
Crit Volume:	195					545	50				180	
Crit Moves:	****					****	****				****	

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

Intersection #4 California Avenue/SR 4 WB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	SR 4 WB Ramps						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 0 1	0	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	240	50	180	60	110	20	30	250	30	700	340	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:	240	50	180	60	110	20	30	250	30	700	340	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:	240	50	180	60	110	20	30	250	30	700	340	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	50	180	60	110	20	30	250	30	700	340	140
RTOR Reduct:	0	0	180	0	0	0	0	0	0	0	0	60
RTOR Vol:	240	50	0	60	110	20	30	250	30	700	340	80
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	240	50	0	60	110	20	30	250	30	700	340	80
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		0.91 1.00	1.00	
Lanes:	1.66 0.34	1.00		1.00 0.85	0.15		1.00 1.79	0.21		2.00 2.00	1.00	
Final Sat.:	2483 569	1650		1650 1396	254		1650 2946	354		3000 3300	1650	
Capacity Analysis Module:												
Vol/Sat:	0.10 0.09	0.00		0.04 0.08	0.08		0.02 0.08	0.08		0.23 0.10	0.05	
Crit Volume:	145				130		140			350		
Crit Moves:	****				****		****			****		

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	130	360	190	20	90	20	40	140	120	480	400	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:	130	360	190	20	90	20	40	140	120	480	400	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:	130	360	190	20	90	20	40	140	120	480	400	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	360	190	20	90	20	40	140	120	480	400	330
RTOR Reduct:	0	0	0	0	0	0	0	0	120	0	0	20
RTOR Vol:	130	360	190	20	90	20	40	140	0	480	400	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	360	190	20	90	20	40	140	0	480	400	310
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:	0.38	1.06	0.56	1.00	1.64	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	631	1747	922	1650	2700	600	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.01	0.03	0.03	0.02	0.08	0.00	0.29	0.24	0.19
Crit Volume:			340		55			140		480		
Crit Moves:			****		****			****		****		

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

Intersection #6 Loveridge Road/Buchanan Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Street Name:	Loveridge 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	150	0	250	360	490	0	0	480	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:	0	0	0	150	0	250	360	490	0	0	480	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:	0	0	0	150	0	250	360	490	0	0	480	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	250	360	490	0	0	480	300
RTOR Reduct:	0	0	0	0	0	250	0	0	0	0	0	150
RTOR Vol:	0	0	0	150	0	0	360	490	0	0	480	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	150	0	0	360	490	0	0	480	150
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	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1720	0	1720	1720	1720	0	0	1720	1720
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.21	0.28	0.00	0.00	0.28	0.09
Crit Volume:		0		150			360				480	
Crit Moves:				****			****				****	

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

Intersection #7 W 10th/Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Auto Center Drive						W 10th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	90	80	120	10	150	290	30	160	40	230	800	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:	90	80	120	10	150	290	30	160	40	230	800	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:	90	80	120	10	150	290	30	160	40	230	800	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	120	10	150	290	30	160	40	230	800	10
RTOR Reduct:	0	0	0	0	0	30	0	0	40	0	0	10
RTOR Vol:	90	80	120	10	150	260	30	160	0	230	800	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	80	120	10	150	260	30	160	0	230	800	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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1650	1650	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.07	0.01	0.05	0.16	0.02	0.05	0.00	0.14	0.24	0.00
Crit Volume:	90					260	30				400	
Crit Moves:	****					****	****				****	

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

Intersection #8

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.2]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	1	0	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	50	680	0				0	90	0				2	0	45				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:	50	680	0				0	90	0				2	0	45				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:	50	680	0				0	90	0				2	0	45				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	50	680	0				0	90	0				2	0	45				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	6.5	6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	90	xxxx	xxxxx	xxxx	xxxx	xxxxx							870	870	90	xxxx	xxxx	xxxxx						
Potent Cap.:	1518	xxxx	xxxxx	xxxx	xxxx	xxxxx							325	292	973	xxxx	xxxx	xxxxx						
Move Cap.:	1518	xxxx	xxxxx	xxxx	xxxx	xxxxx							316	282	973	xxxx	xxxx	xxxxx						
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx							0.01	0.00	0.05	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	894	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			9.2			xxxxxx														
ApproachLOS:	*			*			A			*														

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

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

Intersection #9

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[8.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	1	0	0		0	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	6	676	0		0	88	0		0	0	2		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:	6	676	0		0	88	0		0	0	2		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:	6	676	0		0	88	0		0	0	2		0	0	0									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
FinalVolume:	6	676	0		0	88	0		0	0	2		0	0	0									
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx			6.2	xxxxx	xxxx		xxxxx							
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx			3.3	xxxxx	xxxx		xxxxx							
Capacity Module:																								
Cnflict Vol:	88	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx			88	xxxx	xxxx		xxxxx							
Potent Cap.:	1520	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx			976	xxxx	xxxx		xxxxx							
Move Cap.:	1520	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx			976	xxxx	xxxx		xxxxx							
Volume/Cap:	0.00	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx			0.00	xxxx	xxxx		xxxx							
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx			0.0	xxxx	xxxx		xxxxx							
Control Del:	7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx			8.7	xxxxx	xxxx		xxxxx							
LOS by Move:	A	*	*		*	*	*		*	*			A	*	*		*							
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx									
SharedQueue:	0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shrd ConDel:	7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shared LOS:	A	*	*		*	*	*		*	*	*		*	*	*									
ApproachDel:	xxxxxx				xxxxxx				8.7				xxxxxx											
ApproachLOS:	*				*				A				*											

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

Scenario Report

Scenario:	Future PM
Command:	Default Command
Volume:	Future PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 E Leland Road/Loveridge Road	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000 V/C
# 2 SR EB Ramps/Loveridge Road	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
# 3 California/N Park/Loveridge	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000 V/C
# 4 California Avenue/SR 4 WB Ramp	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000 V/C
# 5 Loveridge/Pittsburg-Antioch Hi	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
# 6 Loveridge Road/Buchanan Road	C	xxxxx	0.715	C	xxxxx	0.715	+ 0.000 V/C
# 7 W 10th/Auto Center Drive	B	xxxxx	0.600	B	xxxxx	0.600	+ 0.000 V/C
# 8	B	11.3	0.000	B	11.3	0.000	+ 0.000 D/V
# 9	B	10.9	0.000	B	10.9	0.000	+ 0.000 D/V

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

Intersection #1 E Leland Road/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	Level Of Service:	D

Street Name:	Loveridge Road						E Leland 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
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	150	540	220	480	490	250	450	1370	190	260	660	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:	150	540	220	480	490	250	450	1370	190	260	660	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:	150	540	220	480	490	250	450	1370	190	260	660	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	540	220	480	490	250	450	1370	190	260	660	300
RTOR Reduct:	0	0	143	0	0	248	0	0	83	0	0	264
RTOR Vol:	150	540	77	480	490	3	450	1370	108	260	660	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	540	77	480	490	3	450	1370	108	260	660	36
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	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3300	1650	3000	3300	1650	3000	3300	1650	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.05	0.16	0.15	0.00	0.15	0.42	0.07	0.09	0.20	0.02
Crit Volume:		270		240				685		130		
Crit Moves:		****		****				****		****		

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

Intersection #2 SR EB Ramps/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Loveridge Road						SR EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	2 0	2	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	740	570	80	740	0	470	0	500	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	1.00 1.00	1.00	1.00
Initial Bse:	0	740	570	80	740	0	470	0	500	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	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00	1.00 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	740	570	80	740	0	470	0	500	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	740	570	80	740	0	470	0	500	0	0	0
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	740	570	80	740	0	470	0	500	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	1.00 1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
FinalVolume:	0	740	570	80	740	0	470	0	500	0	0	0
Saturation Flow Module:												
Sat/Lane:	1720 1720	1720	1720	1720 1720	1720	1720	1720 1720	1720	1720	1720 1720	1720	1720
Adjustment:	1.00 1.00	1.00	1.00	0.91 1.00	1.00	1.00	0.91 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Lanes:	0.00 2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00	
Final Sat.:	0 3440	1720	3127	3440	0	3127	0	1720	0	0	0	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.22	0.33	0.03	0.22	0.00	0.15	0.00	0.29	0.00	0.00	0.00	
Crit Volume:		570	40					500	0			
Crit Moves:		****	****					****				

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

Intersection #3 California/N Park/Loveridge

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	Loveridge Road						California Avenue/N Park Boulevar					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 0		1 0 2	0 1		2 0 1	0 1		2 0 1	0 1	
Volume Module:												
Base Vol:	350	720	140	40	340	430	260	360	410	70	150	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:	350	720	140	40	340	430	260	360	410	70	150	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:	350	720	140	40	340	430	260	360	410	70	150	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	720	140	40	340	430	260	360	410	70	150	50
RTOR Reduct:	0	0	0	0	0	143	0	0	193	0	0	40
RTOR Vol:	350	720	140	40	340	287	260	360	218	70	150	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:	350	720	140	40	340	287	260	360	218	70	150	10
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	0.91	1.00	1.00
Lanes:	2.00	1.67	0.33	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3000	2763	537	1650	3300	1650	3000	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.02	0.10	0.17	0.09	0.22	0.13	0.02	0.09	0.01
Crit Volume:	175					287		360		35		
Crit Moves:	****					****		****		****		

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

Intersection #4 California Avenue/SR 4 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	SR 4 WB Ramps						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 0	1 0	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	50	40	340	50	60	20	10	640	50	600	280	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:	50	40	340	50	60	20	10	640	50	600	280	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:	50	40	340	50	60	20	10	640	50	600	280	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	40	340	50	60	20	10	640	50	600	280	90
RTOR Reduct:	0	0	330	0	0	0	0	0	0	0	0	50
RTOR Vol:	50	40	10	50	60	20	10	640	50	600	280	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	40	10	50	60	20	10	640	50	600	280	40
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	0.91	1.00	1.00
Lanes:	1.11	0.89	1.00	1.00	0.75	0.25	1.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1667	1467	1650	1650	1238	413	1650	3061	239	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.03	0.05	0.05	0.01	0.21	0.21	0.20	0.08	0.02
Crit Volume:	45			80					345	300		
Crit Moves:	****			****					****	****		

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: C

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1	0	1 1 0	1	0	1 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	170	80	500	150	320	20	10	450	140	170	210	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:	170	80	500	150	320	20	10	450	140	170	210	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:	170	80	500	150	320	20	10	450	140	170	210	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	80	500	150	320	20	10	450	140	170	210	30
RTOR Reduct:	0	0	0	0	0	0	0	0	140	0	0	30
RTOR Vol:	170	80	500	150	320	20	10	450	0	170	210	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	80	500	150	320	20	10	450	0	170	210	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:	0.45	0.55	1.00	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	748	902	1650	1650	3106	194	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.23	0.09	0.30	0.09	0.10	0.10	0.01	0.27	0.00	0.10	0.13	0.00
Crit Volume:			500		170			450		170		
Crit Moves:			****		****			****		****		

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

Intersection #6 Loveridge Road/Buchanan Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Loveridge 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:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0			360	0	300			200	870	0			0	560	240		
Growth Adj:	1.00	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			360	0	300			200	870	0			0	560	240		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	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			360	0	300			200	870	0			0	560	240		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			360	0	300			200	870	0			0	560	240		
RTOR Reduct:	0	0	0			0	0	200			0	0	0			0	0	240		
RTOR Vol:	0	0	0			360	0	100			200	870	0			0	560	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	0	0	0			360	0	100			200	870	0			0	560	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:	0.00	0.00	0.00			1.00	0.00	1.00			1.00	1.00	0.00			0.00	1.00	1.00		
Final Sat.:	0	0	0			1720	0	1720			1720	1720	0			0	1720	1720		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.21	0.00	0.06			0.12	0.51	0.00			0.00	0.33	0.00		
Crit Volume:		0				360						870				0				
Crit Moves:						****						****				****				

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

Intersection #7 W 10th/Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	Auto Center Drive						W 10th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	60	320	140	10	120	70	140	1320	170	90	270	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:	60	320	140	10	120	70	140	1320	170	90	270	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:	60	320	140	10	120	70	140	1320	170	90	270	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	320	140	10	120	70	140	1320	170	90	270	20
RTOR Reduct:	0	0	0	0	0	70	0	0	60	0	0	10
RTOR Vol:	60	320	140	10	120	0	140	1320	110	90	270	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:	60	320	140	10	120	0	140	1320	110	90	270	10
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	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	2296	1004	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.01	0.04	0.00	0.08	0.40	0.07	0.05	0.08	0.01
Crit Volume:		230			10			660			90	
Crit Moves:		****			****			****			****	

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

Intersection #8

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[11.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	1	0	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	30		90		0		0		458		0		1		0		32		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:	30		90		0		0		458		0		1		0		32		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:	30		90		0		0		458		0		1		0		32		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	30		90		0		0		458		0		1		0		32		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4		6.5		6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5		4.0		3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																								
Cnflict Vol:	458	xxxx	xxxxx	xxxx	xxxx	xxxxx							608		608		458	xxxx	xxxx	xxxxx				
Potent Cap.:	1114	xxxx	xxxxx	xxxx	xxxx	xxxxx							462		413		607	xxxx	xxxx	xxxxx				
Move Cap.:	1114	xxxx	xxxxx	xxxx	xxxx	xxxxx							453		402		607	xxxx	xxxx	xxxxx				
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx							0.00		0.00		0.05	xxxx	xxxx	xxxx				
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*		*		*	*		*		*													
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	601	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	A	*		*		*	*		B		*													
ApproachDel:	xxxxxx			xxxxxx			11.3			xxxxxx														
ApproachLOS:	*			*			B			*														

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

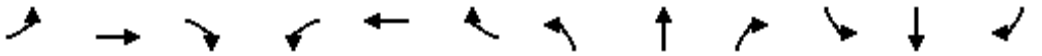
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.9]

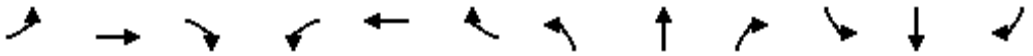
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	1	0	0		0	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	13	78	0				0	450	0				0	0	8				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:	13	78	0				0	450	0				0	0	8				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:	13	78	0				0	450	0				0	0	8				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	13	78	0				0	450	0				0	0	8				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx					6.2	xxxxx	xxxx	xxxxx								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx					3.3	xxxxx	xxxx	xxxxx								
Capacity Module:																								
Cnflict Vol:	450	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx					450	xxxx	xxxx	xxxxx								
Potent Cap.:	1121	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx					613	xxxx	xxxx	xxxxx								
Move Cap.:	1121	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx					613	xxxx	xxxx	xxxxx								
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx					0.01	xxxx	xxxx	xxxx								
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx					0.0	xxxx	xxxx	xxxxx								
Control Del:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx					10.9	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*					B	*	*	*								
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx			10.9			xxxxxx														
ApproachLOS:	*			*			B			*														

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	280	200	220	970	310	190	620	120	330	440	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98	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	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)	3367	3471	1514	3367	3471	1513	1736	3471	1524	3367	3471	1514
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)	3367	3471	1514	3367	3471	1513	1736	3471	1524	3367	3471	1514
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)	305	295	211	232	1021	326	200	653	126	347	463	179
RTOR Reduction (vph)	0	0	132	0	0	183	0	0	50	0	0	146
Lane Group Flow (vph)	305	295	79	232	1021	143	200	653	76	347	463	33
Confl. Peds. (#/hr)			9			10			5			10
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Actuated Green, G (s)	13.8	48.9	48.9	13.0	48.1	48.1	24.4	30.7	30.7	17.4	23.7	23.7
Effective Green, g (s)	13.8	48.9	48.9	13.0	48.1	48.1	24.4	30.7	30.7	17.4	23.7	23.7
Actuated g/C Ratio	0.11	0.38	0.38	0.10	0.37	0.37	0.19	0.24	0.24	0.13	0.18	0.18
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	357	1306	569	337	1284	560	326	820	360	451	633	276
v/s Ratio Prot	c0.09	0.08		0.07	c0.29		0.12	c0.19		0.10	c0.13	
v/s Ratio Perm			0.05			0.09			0.05			0.02
v/c Ratio	0.85	0.23	0.14	0.69	0.80	0.26	0.61	0.80	0.21	0.77	0.73	0.12
Uniform Delay, d1	57.1	27.6	26.7	56.5	36.6	28.5	48.5	46.7	39.9	54.4	50.1	44.4
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	17.7	0.4	0.5	5.8	5.2	1.1	3.4	5.4	0.3	7.7	4.4	0.2
Delay (s)	74.8	28.0	27.2	62.3	41.7	29.6	51.9	52.1	40.2	62.1	54.5	44.6
Level of Service	E	C	C	E	D	C	D	D	D	E	D	D
Approach Delay (s)		45.4			42.2			50.5			55.4	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM Average Control Delay	47.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



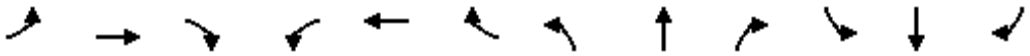
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	360	0	530	0	0	0	0	760	360	180	480	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0					4.5	4.5	4.0	5.0	
Lane Util. Factor	0.95	0.95	1.00					0.95	1.00	0.97	0.95	
Frt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1588	1588	1495					3343	1495	3242	3343	
Flt Permitted	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1588	1588	1495					3343	1495	3242	3343	
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)	379	0	558	0	0	0	0	800	379	189	505	0
RTOR Reduction (vph)	0	0	65	0	0	0	0	0	143	0	0	0
Lane Group Flow (vph)	189	190	493	0	0	0	0	800	236	189	505	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Split		custom						Perm	Prot		
Protected Phases	4	4	5					2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	19.7	19.7	48.8					74.8	74.8	12.0	57.2	
Effective Green, g (s)	19.7	19.7	48.8					74.8	74.8	12.0	57.2	
Actuated g/C Ratio	0.16	0.16	0.41					0.62	0.62	0.10	0.48	
Clearance Time (s)	5.0	5.0	4.0					4.5	4.5	4.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	261	261	608					2084	932	324	1593	
v/s Ratio Prot	0.12	0.12	c0.20					c0.24		0.06	0.15	
v/s Ratio Perm			0.13						0.16			
v/c Ratio	0.72	0.73	0.81					0.38	0.25	0.58	0.32	
Uniform Delay, d1	47.6	47.6	31.5					11.2	10.1	51.6	19.4	
Progression Factor	1.00	1.00	1.00					1.00	1.00	1.05	0.91	
Incremental Delay, d2	9.5	9.7	8.0					0.5	0.7	2.6	0.5	
Delay (s)	57.1	57.3	39.6					11.7	10.8	56.6	18.1	
Level of Service	E	E	D					B	B	E	B	
Approach Delay (s)		46.7			0.0			11.4			28.6	
Approach LOS		D			A			B			C	

Intersection Summary			
HCM Average Control Delay	27.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.6%	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												
Volume (vph)	100	60	330	40	180	10	390	650	80	20	290	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.0	5.0	5.5	5.0	5.0	5.0	5.0		5.0	5.0	5.5
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
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	0.98		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)	3242	1759	1487	3242	1759	1476	3242	3288		1671	3343	1495
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)	3242	1759	1487	3242	1759	1476	3242	3288		1671	3343	1495
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)	105	63	347	42	189	11	411	684	84	21	305	632
RTOR Reduction (vph)	0	0	222	0	0	8	0	5	0	0	0	264
Lane Group Flow (vph)	105	63	125	42	189	3	411	763	0	21	305	368
Confl. Peds. (#/hr)			1			1						
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Prot		pm+ov	Prot		Perm	Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4			8						6
Actuated Green, G (s)	7.4	18.4	43.2	8.3	19.3	19.3	24.8	71.0		1.8	48.0	55.4
Effective Green, g (s)	7.4	18.4	43.2	8.3	19.3	19.3	24.8	71.0		1.8	48.0	55.4
Actuated g/C Ratio	0.06	0.15	0.36	0.07	0.16	0.16	0.21	0.59		0.02	0.40	0.46
Clearance Time (s)	5.5	5.0	5.0	5.5	5.0	5.0	5.0	5.0		5.0	5.0	5.5
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)	200	270	597	224	283	237	670	1945		25	1337	690
v/s Ratio Prot	0.03	0.04	0.04	0.01	c0.11		c0.13	0.23		0.01	0.09	c0.03
v/s Ratio Perm			0.04			0.00						0.21
v/c Ratio	0.53	0.23	0.21	0.19	0.67	0.01	0.61	0.39		0.84	0.23	0.53
Uniform Delay, d1	54.6	44.6	26.6	52.7	47.3	42.4	43.2	13.0		59.0	23.8	23.1
Progression Factor	0.72	0.55	3.73	1.00	1.00	1.00	0.84	1.11		1.00	1.00	1.00
Incremental Delay, d2	2.3	0.4	0.2	0.4	5.9	0.0	3.8	0.5		109.3	0.1	0.8
Delay (s)	41.4	25.0	99.3	53.1	53.2	42.4	40.2	15.0		168.2	23.9	23.9
Level of Service	D	C	F	D	D	D	D	B		F	C	C
Approach Delay (s)		78.4			52.7			23.8			27.0	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM Average Control Delay	37.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

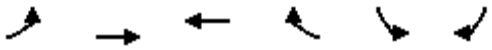


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	250	30	700	340	140	240	50	180	60	110	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.0	3.0	
Lane Util. Factor	1.00	0.95		0.97	0.95	1.00	0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	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	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1719	3382		3335	3438	1492	1633	1664	1538	1719	1768	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	
Satd. Flow (perm)	1719	3382		3335	3438	1492	1633	1664	1538	1719	1768	
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)	32	263	32	737	358	147	253	53	189	63	116	21
RTOR Reduction (vph)	0	7	0	0	0	61	0	0	101	0	5	0
Lane Group Flow (vph)	32	288	0	737	358	86	152	154	88	63	132	0
Confl. Peds. (#/hr)						4						
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot			Prot		Perm	Split		Over	Split		
Protected Phases	5	2		1	6		8	8	1	7	7	
Permitted Phases						6						
Actuated Green, G (s)	5.2	20.4		55.9	70.6	70.6	16.6	16.6	55.9	13.6	13.6	
Effective Green, g (s)	5.2	20.4		55.9	70.6	70.6	16.6	16.6	55.9	13.6	13.6	
Actuated g/C Ratio	0.04	0.17		0.47	0.59	0.59	0.14	0.14	0.47	0.11	0.11	
Clearance Time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.0	3.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	74	575		1554	2023	878	226	230	716	195	200	
v/s Ratio Prot	0.02	c0.09		c0.22	0.10		c0.09	0.09	0.06	0.04	c0.07	
v/s Ratio Perm						0.06						
v/c Ratio	0.43	0.50		0.47	0.18	0.10	0.67	0.67	0.12	0.32	0.66	
Uniform Delay, d1	56.0	45.2		22.0	11.3	10.8	49.1	49.1	18.2	49.0	51.0	
Progression Factor	1.00	1.00		0.62	0.62	0.41	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.0	0.7		0.9	0.2	0.2	7.7	7.2	0.4	1.0	7.6	
Delay (s)	60.0	45.9		14.5	7.2	4.6	56.8	56.3	18.5	49.9	58.6	
Level of Service	E	D		B	A	A	E	E	B	D	E	
Approach Delay (s)		47.2			11.2			42.0			55.9	
Approach LOS		D			B			D			E	

Intersection Summary			
HCM Average Control Delay	27.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	56.6%	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												
Volume (vph)	40	140	120	480	400	330	130	360	190	20	90	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	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		0.96		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1504	1583	1328	1504	1583	1346		2845		1504	2927	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1504	1583	1328	1504	1583	1346		2845		1504	2927	
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)	42	147	126	505	421	347	137	379	200	21	95	21
RTOR Reduction (vph)	0	0	108	0	0	193	0	26	0	0	15	0
Lane Group Flow (vph)	42	147	18	505	421	154	0	690	0	21	101	0
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6			2						
Actuated Green, G (s)	5.5	17.3	17.3	41.1	52.9	52.9		27.1		9.6	9.6	
Effective Green, g (s)	5.5	17.3	17.3	41.1	52.9	52.9		27.1		9.6	9.6	
Actuated g/C Ratio	0.05	0.15	0.15	0.35	0.44	0.44		0.23		0.08	0.08	
Clearance Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
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)	69	230	193	519	703	598		647		121	236	
v/s Ratio Prot	0.03	0.09		c0.34	c0.27			c0.24		0.01	c0.03	
v/s Ratio Perm			0.01			0.11						
v/c Ratio	0.61	0.64	0.09	0.97	0.60	0.26		1.07		0.17	0.43	
Uniform Delay, d1	55.7	48.0	44.1	38.5	25.1	20.8		46.0		51.1	52.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	14.3	5.7	0.2	32.4	1.4	0.2		54.3		0.7	1.3	
Delay (s)	70.0	53.7	44.3	70.9	26.4	21.0		100.3		51.7	53.4	
Level of Service	E	D	D	E	C	C		F		D	D	
Approach Delay (s)		52.1			42.6			100.3			53.1	
Approach LOS		D			D			F			D	

Intersection Summary			
HCM Average Control Delay	61.3	HCM Level of Service	E
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	119.1	Sum of lost time (s)	17.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

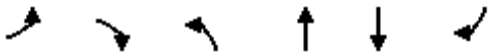


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	360	490	480	300	150	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1845	1845	1546	1752	1520
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	1845	1845	1546	1752	1520
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	379	516	505	316	158	263
RTOR Reduction (vph)	0	0	0	82	0	224
Lane Group Flow (vph)	379	516	505	234	158	39
Confl. Peds. (#/hr)				2	2	5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	17.0	66.1	44.1	44.1	13.4	13.4
Effective Green, g (s)	17.0	66.1	44.1	44.1	13.4	13.4
Actuated g/C Ratio	0.19	0.73	0.49	0.49	0.15	0.15
Clearance Time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	331	1355	904	758	261	226
v/s Ratio Prot	c0.22	0.28	c0.27		c0.09	
v/s Ratio Perm				0.15		0.03
v/c Ratio	1.15	0.38	0.56	0.31	0.61	0.17
Uniform Delay, d1	36.5	4.4	16.1	13.8	35.8	33.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	94.8	0.8	2.5	1.1	3.9	0.4
Delay (s)	131.3	5.2	18.6	14.9	39.8	33.8
Level of Service	F	A	B	B	D	C
Approach Delay (s)		58.6	17.2		36.1	
Approach LOS		E	B		D	

Intersection Summary			
HCM Average Control Delay	38.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	67.8%	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												
Volume (vph)	30	160	40	230	800	10	90	80	120	10	150	290
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99		1.00	1.00	1.00
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	0.91		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)	1752	3505	1568	1752	3505	1568	1752	3164		1752	3505	1568
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)	1752	3505	1568	1752	3505	1568	1752	3164		1752	3505	1568
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)	32	168	42	242	842	11	95	84	126	11	158	305
RTOR Reduction (vph)	0	0	29	0	0	4	0	82	0	0	0	156
Lane Group Flow (vph)	32	168	13	242	842	7	95	128	0	11	158	149
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	3.6	32.3	32.3	19.6	48.3	48.3	7.9	36.3		0.8	29.2	29.2
Effective Green, g (s)	3.6	32.3	32.3	19.6	48.3	48.3	7.9	36.3		0.8	29.2	29.2
Actuated g/C Ratio	0.03	0.31	0.31	0.19	0.46	0.46	0.08	0.35		0.01	0.28	0.28
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)	60	1078	482	327	1612	721	132	1094		13	975	436
v/s Ratio Prot	0.02	0.05		c0.14	c0.24		c0.05	0.04		0.01	0.05	
v/s Ratio Perm			0.01			0.00						c0.10
v/c Ratio	0.53	0.16	0.03	0.74	0.52	0.01	0.72	0.12		0.85	0.16	0.34
Uniform Delay, d1	49.9	26.4	25.4	40.3	20.2	15.4	47.5	23.4		52.0	28.7	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	8.8	0.3	0.1	8.7	1.2	0.0	17.1	0.2		166.4	0.4	2.1
Delay (s)	58.7	26.7	25.5	49.0	21.4	15.4	64.6	23.6		218.5	29.0	32.4
Level of Service	E	C	C	D	C	B	E	C		F	C	C
Approach Delay (s)		30.7			27.4			36.4			35.6	
Approach LOS		C			C			D			D	

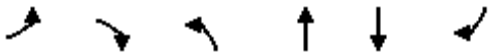
Intersection Summary			
HCM Average Control Delay	30.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	45	50	680	90	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2	47	53	716	95	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				931		
pX, platoon unblocked						
vC, conflicting volume	558	47	95			
vC1, stage 1 conf vol	95					
vC2, stage 2 conf vol	463					
vCu, unblocked vol	558	47	95			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)	6.0					
tF (s)	3.6	3.4	2.3			
p0 queue free %	100	95	96			
cM capacity (veh/h)	541	992	1454			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	2	47	53	358	358	63	32
Volume Left	2	0	53	0	0	0	0
Volume Right	0	47	0	0	0	0	0
cSH	541	992	1454	1700	1700	1700	1700
Volume to Capacity	0.00	0.05	0.04	0.21	0.21	0.04	0.02
Queue Length 95th (ft)	0	4	3	0	0	0	0
Control Delay (s)	11.7	8.8	7.6	0.0	0.0	0.0	0.0
Lane LOS	B	A	A				
Approach Delay (s)	8.9		0.5			0.0	
Approach LOS	A						

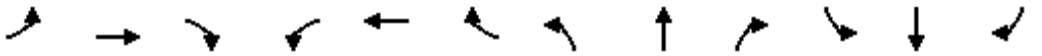
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	2	6	676	88	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	2	6	712	93	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	461	46	93			
vC1, stage 1 conf vol	93					
vC2, stage 2 conf vol	368					
vCu, unblocked vol	461	46	93			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)	6.0					
tF (s)	3.6	3.4	2.3			
p0 queue free %	100	100	100			
cM capacity (veh/h)	623	994	1457			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	2	6	356	356	62	31
Volume Left	0	6	0	0	0	0
Volume Right	2	0	0	0	0	0
cSH	994	1457	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.21	0.21	0.04	0.02
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	8.6	7.5	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	8.6	0.1			0.0	
Approach LOS	A					

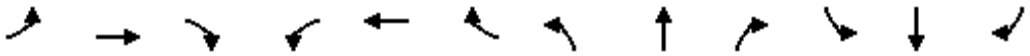
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	28.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	450	1370	190	260	660	300	150	540	220	480	490	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.96	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	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1522	3433	3539	1528	1770	3539	1552	3433	3539	1542
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)	3433	3539	1522	3433	3539	1528	1770	3539	1552	3433	3539	1542
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)	450	1370	190	260	660	300	150	540	220	480	490	250
RTOR Reduction (vph)	0	0	50	0	0	199	0	0	102	0	0	203
Lane Group Flow (vph)	450	1370	140	260	660	101	150	540	118	480	490	47
Confl. Peds. (#/hr)			19			17			6			11
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Actuated Green, G (s)	21.4	55.1	55.1	10.0	43.7	43.7	20.4	25.9	25.9	19.0	24.5	24.5
Effective Green, g (s)	21.4	55.1	55.1	10.0	43.7	43.7	20.4	25.9	25.9	19.0	24.5	24.5
Actuated g/C Ratio	0.16	0.42	0.42	0.08	0.34	0.34	0.16	0.20	0.20	0.15	0.19	0.19
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	565	1500	645	264	1190	514	278	705	309	502	667	291
v/s Ratio Prot	c0.13	c0.39		0.08	0.19		0.08	c0.15		c0.14	0.14	
v/s Ratio Perm			0.09			0.07			0.08			0.03
v/c Ratio	0.80	0.91	0.22	0.98	0.55	0.20	0.54	0.77	0.38	0.96	0.73	0.16
Uniform Delay, d1	52.2	35.2	23.8	59.9	35.2	30.7	50.5	49.2	45.1	55.1	49.7	44.2
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	7.7	10.1	0.8	50.8	1.9	0.9	2.0	5.0	0.8	29.1	4.2	0.3
Delay (s)	59.9	45.3	24.5	110.7	37.1	31.5	52.5	54.2	45.9	84.2	53.9	44.4
Level of Service	E	D	C	F	D	C	D	D	D	F	D	D
Approach Delay (s)		46.6			51.4			51.9			63.9	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM Average Control Delay	52.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

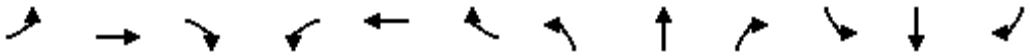


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	470	0	500	0	0	0	0	740	570	80	740	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0					4.5	4.5	4.0	5.0	
Lane Util. Factor	0.95	0.95	1.00					0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00	1.00					1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1665	1665	1568					3505	1531	3400	3505	
Flt Permitted	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1665	1665	1568					3505	1531	3400	3505	
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)	470	0	500	0	0	0	0	740	570	80	740	0
RTOR Reduction (vph)	0	0	17	0	0	0	0	0	206	0	0	0
Lane Group Flow (vph)	235	235	483	0	0	0	0	740	364	80	740	0
Confl. Peds. (#/hr)									7			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split		custom						Perm	Prot		
Protected Phases	4	4	5					2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	22.9	22.9	69.2					76.6	76.6	7.0	36.8	
Effective Green, g (s)	22.9	22.9	69.2					76.6	76.6	7.0	36.8	
Actuated g/C Ratio	0.19	0.19	0.58					0.64	0.64	0.06	0.31	
Clearance Time (s)	5.0	5.0	4.0					4.5	4.5	4.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	318	318	904					2237	977	198	1075	
v/s Ratio Prot	c0.14	0.14	c0.21					0.21		0.02	c0.21	
v/s Ratio Perm			0.10						0.24			
v/c Ratio	0.74	0.74	0.53					0.33	0.37	0.40	0.69	
Uniform Delay, d1	45.7	45.7	15.5					9.9	10.3	54.5	36.6	
Progression Factor	1.00	1.00	1.00					1.00	1.00	1.01	0.88	
Incremental Delay, d2	8.7	8.7	0.6					0.4	1.1	1.3	3.4	
Delay (s)	54.4	54.4	16.2					10.3	11.4	56.4	35.6	
Level of Service	D	D	B					B	B	E	D	
Approach Delay (s)		34.7			0.0			10.8			37.7	
Approach LOS		C			A			B			D	

Intersection Summary			
HCM Average Control Delay	25.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
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												
Volume (vph)	260	360	410	70	150	50	350	720	140	40	340	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.0	5.0	5.5	5.0	5.0	5.0	5.0		5.0	5.0	5.5
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	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	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		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)	3400	1845	1556	3400	1845	1548	3400	3419		1752	3505	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)	3400	1845	1556	3400	1845	1548	3400	3419		1752	3505	1553
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)	260	360	410	70	150	50	350	720	140	40	340	430
RTOR Reduction (vph)	0	0	171	0	0	39	0	10	0	0	0	229
Lane Group Flow (vph)	260	360	239	70	150	11	350	850	0	40	340	201
Confl. Peds. (#/hr)			2			1						1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		pm+ov	Prot		Perm	Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4			8						6
Actuated Green, G (s)	14.1	30.1	51.1	6.4	22.4	22.4	21.0	57.4		5.6	42.0	56.1
Effective Green, g (s)	14.1	30.1	51.1	6.4	22.4	22.4	21.0	57.4		5.6	42.0	56.1
Actuated g/C Ratio	0.12	0.25	0.43	0.05	0.19	0.19	0.18	0.48		0.05	0.35	0.47
Clearance Time (s)	5.5	5.0	5.0	5.5	5.0	5.0	5.0	5.0		5.0	5.0	5.5
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)	400	463	727	181	344	289	595	1635		82	1227	726
v/s Ratio Prot	c0.08	c0.20	0.06	0.02	0.08		c0.10	c0.25		0.02	0.10	0.03
v/s Ratio Perm			0.10			0.01						0.10
v/c Ratio	0.65	0.78	0.33	0.39	0.44	0.04	0.59	0.52		0.49	0.28	0.28
Uniform Delay, d1	50.6	41.8	23.0	54.9	43.2	40.0	45.5	21.7		55.8	28.1	19.5
Progression Factor	0.82	0.80	1.59	1.00	1.00	1.00	0.94	0.77		1.00	1.00	1.00
Incremental Delay, d2	3.5	7.5	0.2	1.4	0.9	0.1	4.0	1.1		4.5	0.1	0.2
Delay (s)	44.9	40.9	36.9	56.3	44.1	40.0	46.6	17.9		60.3	28.2	19.8
Level of Service	D	D	D	E	D	D	D	B		E	C	B
Approach Delay (s)		40.3			46.5			26.2			25.3	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	32.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

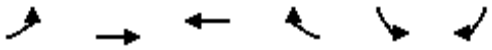


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	640	50	600	280	90	50	40	340	50	60	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.0	3.0	
Lane Util. Factor	1.00	0.95		0.97	0.95	1.00	0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1752	3467		3400	3505	1568	1665	1741	1568	1752	1775	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	
Satd. Flow (perm)	1752	3467		3400	3505	1568	1665	1741	1568	1752	1775	
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	640	50	600	280	90	50	40	340	50	60	20
RTOR Reduction (vph)	0	3	0	0	0	24	0	0	262	0	10	0
Lane Group Flow (vph)	10	687	0	600	280	66	44	46	78	50	70	0
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot			Prot		Perm	Split		Over	Split		
Protected Phases	5	2		1	6		8	8	1	7	7	
Permitted Phases						6						
Actuated Green, G (s)	1.5	62.5		27.6	88.1	88.1	7.5	7.5	27.6	8.9	8.9	
Effective Green, g (s)	1.5	62.5		27.6	88.1	88.1	7.5	7.5	27.6	8.9	8.9	
Actuated g/C Ratio	0.01	0.52		0.23	0.73	0.73	0.06	0.06	0.23	0.07	0.07	
Clearance Time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.0	3.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	22	1806		782	2573	1151	104	109	361	130	132	
v/s Ratio Prot	0.01	c0.20		c0.18	0.08		c0.03	0.03	0.05	0.03	c0.04	
v/s Ratio Perm						0.04						
v/c Ratio	0.45	0.38		0.77	0.11	0.06	0.42	0.42	0.22	0.38	0.53	
Uniform Delay, d1	58.8	17.2		43.2	4.6	4.4	54.2	54.2	37.4	52.9	53.5	
Progression Factor	1.00	1.00		0.64	0.85	0.95	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	14.2	0.1		4.2	0.1	0.1	2.8	2.6	0.3	1.9	3.8	
Delay (s)	73.0	17.3		31.7	4.0	4.3	56.9	56.8	37.7	54.8	57.3	
Level of Service	E	B		C	A	A	E	E	D	D	E	
Approach Delay (s)		18.1			21.2			41.7			56.4	
Approach LOS		B			C			D			E	

Intersection Summary			
HCM Average Control Delay	26.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

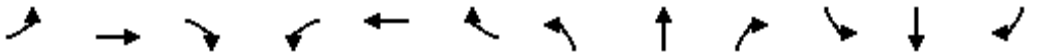
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	450	140	170	210	30	170	80	500	150	320	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	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		0.90		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1547	1629	1384	1547	1629	1384		2754		1547	3062	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1547	1629	1384	1547	1629	1384		2754		1547	3062	
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	450	140	170	210	30	170	80	500	150	320	20
RTOR Reduction (vph)	0	0	71	0	0	16	0	242	0	0	3	0
Lane Group Flow (vph)	10	450	69	170	210	14	0	508	0	150	337	0
Confl. Peds. (#/hr)												4
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6			2						
Actuated Green, G (s)	1.2	44.2	44.2	16.8	59.8	59.8		26.4		19.8	19.8	
Effective Green, g (s)	1.2	44.2	44.2	16.8	59.8	59.8		26.4		19.8	19.8	
Actuated g/C Ratio	0.01	0.34	0.34	0.13	0.46	0.46		0.20		0.15	0.15	
Clearance Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
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)	14	549	466	198	742	631		554		233	462	
v/s Ratio Prot	0.01	c0.28		c0.11	0.13			c0.18		0.10	c0.11	
v/s Ratio Perm			0.05			0.01						
v/c Ratio	0.71	0.82	0.15	0.86	0.28	0.02		0.92		0.64	0.73	
Uniform Delay, d1	64.8	39.8	30.4	56.0	22.3	19.6		51.3		52.4	53.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	100.1	9.3	0.1	28.9	0.2	0.0		20.0		6.0	5.7	
Delay (s)	164.9	49.2	30.5	84.9	22.5	19.6		71.3		58.4	58.8	
Level of Service	F	D	C	F	C	B		E		E	E	
Approach Delay (s)		46.7			48.2			71.3			58.7	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM Average Control Delay	57.8	HCM Level of Service	E
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	131.2	Sum of lost time (s)	24.0
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	200	870	560	240	360	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	1881	1881	1577	1787	1545
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1787	1881	1881	1577	1787	1545
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	200	870	560	240	360	300
RTOR Reduction (vph)	0	0	0	34	0	228
Lane Group Flow (vph)	200	870	560	206	360	72
Confl. Peds. (#/hr)				1	6	4
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	20.9	99.9	74.0	74.0	34.6	34.6
Effective Green, g (s)	20.9	99.9	74.0	74.0	34.6	34.6
Actuated g/C Ratio	0.14	0.69	0.51	0.51	0.24	0.24
Clearance Time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	258	1296	960	805	426	369
v/s Ratio Prot	c0.11	c0.46	0.30		c0.20	
v/s Ratio Perm				0.13		0.05
v/c Ratio	0.78	0.67	0.58	0.26	0.85	0.19
Uniform Delay, d1	59.8	13.0	24.8	20.0	52.6	44.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.5	2.8	2.6	0.8	14.2	0.3
Delay (s)	73.3	15.8	27.3	20.8	66.9	44.3
Level of Service	E	B	C	C	E	D
Approach Delay (s)		26.6	25.4		56.6	
Approach LOS		C	C		E	

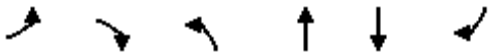
Intersection Summary			
HCM Average Control Delay	34.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	1320	170	90	270	20	60	320	140	10	120	70
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	3.0		4.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	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	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95		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)	1770	3539	1561	1770	3539	1559	1770	3362		1770	3539	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)	1770	3539	1561	1770	3539	1559	1770	3362		1770	3539	1553
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)	140	1320	170	90	270	20	60	320	140	10	120	70
RTOR Reduction (vph)	0	0	26	0	0	9	0	52	0	0	0	60
Lane Group Flow (vph)	140	1320	144	90	270	11	60	408	0	10	120	10
Confl. Peds. (#/hr)			2			3			3			6
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	13.4	60.6	60.6	9.4	56.6	56.6	4.8	18.8		1.2	15.2	15.2
Effective Green, g (s)	13.4	60.6	60.6	9.4	56.6	56.6	4.8	18.8		1.2	15.2	15.2
Actuated g/C Ratio	0.13	0.58	0.58	0.09	0.54	0.54	0.05	0.18		0.01	0.14	0.14
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0		4.0	3.0	3.0
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)	226	2043	901	158	1908	840	81	602		20	512	225
v/s Ratio Prot	c0.08	c0.37		0.05	0.08		c0.03	c0.12		0.01	0.03	
v/s Ratio Perm			0.09			0.01						0.01
v/c Ratio	0.62	0.65	0.16	0.57	0.14	0.01	0.74	0.68		0.50	0.23	0.05
Uniform Delay, d1	43.4	15.0	10.3	45.9	12.1	11.2	49.5	40.3		51.6	39.7	38.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.0	1.6	0.4	4.7	0.2	0.0	30.1	3.0		18.3	0.2	0.1
Delay (s)	48.4	16.6	10.7	50.5	12.2	11.3	79.6	43.3		69.9	40.0	38.7
Level of Service	D	B	B	D	B	B	E	D		E	D	D
Approach Delay (s)		18.7			21.2			47.5			41.0	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM Average Control Delay	26.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

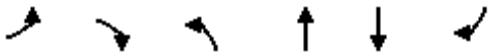
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	32	30	90	458	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	1	32	30	90	458	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				1001		
pX, platoon unblocked						
vC, conflicting volume	563	229	458			
vC1, stage 1 conf vol	458					
vC2, stage 2 conf vol	105					
vCu, unblocked vol	563	229	458			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	97			
cM capacity (veh/h)	567	764	1078			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	1	32	30	45	45	305	153
Volume Left	1	0	30	0	0	0	0
Volume Right	0	32	0	0	0	0	0
cSH	567	764	1078	1700	1700	1700	1700
Volume to Capacity	0.00	0.04	0.03	0.03	0.03	0.18	0.09
Queue Length 95th (ft)	0	3	2	0	0	0	0
Control Delay (s)	11.4	9.9	8.4	0.0	0.0	0.0	0.0
Lane LOS	B	A	A				
Approach Delay (s)	10.0		2.1			0.0	
Approach LOS	A						

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	29.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	8	13	78	450	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	8	13	78	450	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	515	225	450			
vC1, stage 1 conf vol	450					
vC2, stage 2 conf vol	65					
vCu, unblocked vol	515	225	450			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	99			
cM capacity (veh/h)	580	769	1086			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	8	13	39	39	300	150
Volume Left	0	13	0	0	0	0
Volume Right	8	0	0	0	0	0
cSH	769	1086	1700	1700	1700	1700
Volume to Capacity	0.01	0.01	0.02	0.02	0.18	0.09
Queue Length 95th (ft)	1	1	0	0	0	0
Control Delay (s)	9.7	8.4	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	9.7	1.2			0.0	
Approach LOS	A					

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	22.4%	ICU Level of Service	A
Analysis Period (min)	15		

CUMULATIVE PLUS PROJECT
(MAXIMUM PERMITTED OPERATING CONDITIONS)

Scenario Report

Scenario:	Future + Project (Max) AM
Command:	Default Command
Volume:	Future AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Project (Max) AM
Trip Distribution:	Project Dist
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Trip Generation Report

Forecast for Maximum Permitted AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Mt Diablo RR	1.00	Project Site	544.00	478.00	544	478	1022	100.0
	Zone 1 Subtotal					544	478	1022	100.0
TOTAL						544	478	1022	100.0

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates 1	2	3	4	5	6	7	8	9
1	6.0	5.0	3.0	3.0	2.0	35.0	40.0	4.0	2.0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 E Leland Road/Loveridge Road	B	xxxxx	0.689	C	xxxxx	0.713	+ 0.024 V/C
# 2 SR EB Ramps/Loveridge Road	A	xxxxx	0.587	B	xxxxx	0.670	+ 0.083 V/C
# 3 California/N Park/Loveridge	B	xxxxx	0.603	C	xxxxx	0.704	+ 0.101 V/C
# 4 California Avenue/SR 4 WB Ramp	A	xxxxx	0.494	A	xxxxx	0.549	+ 0.056 V/C
# 5 Loveridge/Pittsburg-Antioch Hi	B	xxxxx	0.615	D	xxxxx	0.895	+ 0.280 V/C
# 6 Loveridge Road/Buchanan Road	A	xxxxx	0.576	A	xxxxx	0.599	+ 0.024 V/C
# 7 W 10th/Auto Center Drive	A	xxxxx	0.473	A	xxxxx	0.489	+ 0.017 V/C
# 8	A	9.2	0.000	B	14.7	0.000	+ 5.475 D/V
# 9	A	8.7	0.000	A	8.9	0.000	+ 0.192 D/V

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

Intersection #1 E Leland Road/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Street Name:	Loveridge Road						E Leland 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
Lanes:	2 0 2	0	1	2 0 2	0	1	2 0 2	0	1	2 0 2	0	1
Volume Module:												
Base Vol:	190	620	120	330	440	170	290	280	200	220	970	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:	190	620	120	330	440	170	290	280	200	220	970	310
Added Vol:	0	44	0	10	38	19	22	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	664	120	340	478	189	312	280	200	220	970	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	664	120	340	478	189	312	280	200	220	970	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	664	120	340	478	189	312	280	200	220	970	321
RTOR Reduct:	0	0	120	0	0	172	0	0	105	0	0	187
RTOR Vol:	190	664	0	340	478	17	312	280	96	220	970	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	664	0	340	478	17	312	280	96	220	970	134
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	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3300	1650	3000	3300	1650	3000	3300	1650	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.00	0.11	0.14	0.01	0.10	0.08	0.06	0.07	0.29	0.08
Crit Volume:		332			170			156			485	
Crit Moves:		****			****			****			****	

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

Intersection #2 SR EB Ramps/Loveridge Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	Loveridge Road						SR EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0 2	0	0	2 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	760	360	180	480	0	360	0	530	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	760	360	180	480	0	360	0	530	0	0	0
Added Vol:	0	76	0	191	67	0	190	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	836	360	371	547	0	550	0	530	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:	0	836	360	371	547	0	550	0	530	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	836	360	371	547	0	550	0	530	0	0	0
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	836	360	371	547	0	550	0	530	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	836	360	371	547	0	550	0	530	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	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3440	1720	3127	3440	0	3127	0	1720	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.21	0.12	0.16	0.00	0.18	0.00	0.31	0.00	0.00	0.00
Crit Volume:		418		186					530	0		
Crit Moves:		****		****					****			

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

Intersection #3 California/N Park/Loveridge

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name:	Loveridge Road						California Avenue/N Park Boulevar					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1 0	2	0 1	2 0	1	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	390	650	80	20	290	600	100	60	330	40	180	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:	390	650	80	20	290	600	100	60	330	40	180	10
Added Vol:	0	267	0	0	258	167	218	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	917	80	20	548	767	318	60	330	40	180	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:	390	917	80	20	548	767	318	60	330	40	180	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	917	80	20	548	767	318	60	330	40	180	10
RTOR Reduct:	0	0	0	0	0	175	0	0	215	0	0	10
RTOR Vol:	390	917	80	20	548	592	318	60	116	40	180	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:	390	917	80	20	548	592	318	60	116	40	180	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	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	1.84	0.16	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3000	3035	265	1650	3300	1650	3000	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.13	0.30	0.30	0.01	0.17	0.36	0.11	0.04	0.07	0.01	0.11	0.00
Crit Volume:	195					592	159				180	
Crit Moves:	****					****	****				****	

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

Intersection #4 California Avenue/SR 4 WB Ramps

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.549
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 | Level Of Service: A

Street Name:	SR 4 WB Ramps						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 0	1 0	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	240	50	180	60	110	20	30	250	30	700	340	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:	240	50	180	60	110	20	30	250	30	700	340	140
Added Vol:	0	0	218	0	0	0	0	0	0	167	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	50	398	60	110	20	30	250	30	867	340	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:	240	50	398	60	110	20	30	250	30	867	340	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	50	398	60	110	20	30	250	30	867	340	140
RTOR Reduct:	0	0	398	0	0	0	0	0	0	0	0	60
RTOR Vol:	240	50	0	60	110	20	30	250	30	867	340	80
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	240	50	0	60	110	20	30	250	30	867	340	80
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		0.91 1.00	1.00	
Lanes:	1.66 0.34	1.00		1.00 0.85	0.15		1.00 1.79	0.21		2.00 2.00	1.00	
Final Sat.:	2483 569	1650		1650 1396	254		1650 2946	354		3000 3300	1650	
Capacity Analysis Module:												
Vol/Sat:	0.10 0.09	0.00		0.04 0.08	0.08		0.02 0.08	0.08		0.29 0.10	0.05	
Crit Volume:	145				130			140			434	
Crit Moves:	****				****			****			****	

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	130	360	190	20	90	20	40	140	120	480	400	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:	130	360	190	20	90	20	40	140	120	480	400	330
Added Vol:	0	484	0	38	425	14	16	0	0	0	0	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	844	190	58	515	34	56	140	120	480	400	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	844	190	58	515	34	56	140	120	480	400	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	844	190	58	515	34	56	140	120	480	400	374
RTOR Reduct:	0	0	0	0	0	0	0	0	120	0	0	58
RTOR Vol:	130	844	190	58	515	34	56	140	0	480	400	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	844	190	58	515	34	56	140	0	480	400	316
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:	0.22	1.45	0.33	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	369	2393	539	1650	3096	204	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.04	0.17	0.17	0.03	0.08	0.00	0.29	0.24	0.19
Crit Volume:			582			275		140		480		
Crit Moves:			****			****		****		****		

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

Intersection #6 Loveridge Road/Buchanan Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Street Name:	Loveridge 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:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0			150	0	250			360	490	0			0	480	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:	0	0	0			150	0	250			360	490	0			0	480	300		
Added Vol:	0	0	0			14	0	24			27	0	0			0	0	16		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			164	0	274			387	490	0			0	480	316		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	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			164	0	274			387	490	0			0	480	316		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			164	0	274			387	490	0			0	480	316		
RTOR Reduct:	0	0	0			0	0	274			0	0	0			0	0	164		
RTOR Vol:	0	0	0			164	0	0			387	490	0			0	480	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:	0	0	0			164	0	0			387	490	0			0	480	152		
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	1.00	0.00			0.00	1.00	1.00		
Final Sat.:	0	0	0			1720	0	1720			1720	1720	0			0	1720	1720		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.10	0.00	0.00			0.23	0.28	0.00			0.00	0.28	0.09		
Crit Volume:			0			164					387						480			
Crit Moves:						****					****						****			

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

Intersection #7 W 10th/Auto Center Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Auto Center Drive						W 10th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	90	80	120	10	150	290	30	160	40	230	800	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:	90	80	120	10	150	290	30	160	40	230	800	10
Added Vol:	11	0	0	0	0	0	0	29	10	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	80	120	10	150	290	30	189	50	230	833	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:	101	80	120	10	150	290	30	189	50	230	833	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	80	120	10	150	290	30	189	50	230	833	10
RTOR Reduct:	0	0	0	0	0	30	0	0	50	0	0	10
RTOR Vol:	101	80	120	10	150	260	30	189	0	230	833	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:	101	80	120	10	150	260	30	189	0	230	833	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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1650	1650	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.07	0.01	0.05	0.16	0.02	0.06	0.00	0.14	0.25	0.00
Crit Volume:	101					260	30				417	
Crit Moves:	****					****	****				****	

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

Intersection #8

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: B[14.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	50	680	0	0	90	0	2	0	45	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:	50	680	0	0	90	0	2	0	45	0	0	0
Added Vol:	490	54	0	0	48	0	0	0	430	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	734	0	0	138	0	2	0	475	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:	540	734	0	0	138	0	2	0	475	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	540	734	0	0	138	0	2	0	475	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	138	xxxx	xxxxx	xxxx	xxxx	xxxxx	1952	1952	138	xxxx	xxxx	xxxxx
Potent Cap.:	1458	xxxx	xxxxx	xxxx	xxxx	xxxxx	71	65	916	xxxx	xxxx	xxxxx
Move Cap.:	1458	xxxx	xxxxx	xxxx	xxxx	xxxxx	42	31	916	xxxx	xxxx	xxxxx
Volume/Cap:	0.37	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.52	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	842	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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

Intersection #9

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[8.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	1 0	0	0 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	6	676	0	0	88	0	0	0	2	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:	6	676	0	0	88	0	0	0	2	0	0	0
Added Vol:	54	0	0	0	0	0	0	0	48	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	676	0	0	88	0	0	0	50	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:	60	676	0	0	88	0	0	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	60	676	0	0	88	0	0	0	50	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	88	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	88	xxxx	xxxx	xxxxx
Potent Cap.:	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	976	xxxx	xxxx	xxxxx
Move Cap.:	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	976	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		
ApproachLOS:	*			*			A			*		

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

Scenario Report

Scenario:	Future + Project (Max) PM
Command:	Default Command
Volume:	Future PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Project (Max) PM
Trip Distribution:	Project Dist
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Trip Generation Report

Forecast for Maximum Permitted PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Mt Diablo RR	1.00	Project Site	399.00	388.00	399	388	787	100.0
	Zone 1 Subtotal					399	388	787	100.0
TOTAL						399	388	787	100.0

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates 1	2	3	4	5	6	7	8	9
1	6.0	5.0	3.0	3.0	2.0	35.0	40.0	4.0	2.0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 E Leland Road/Loveridge Road	D	xxxxx	0.825	D	xxxxx	0.838	+ 0.012 V/C
# 2 SR EB Ramps/Loveridge Road	B	xxxxx	0.648	B	xxxxx	0.697	+ 0.050 V/C
# 3 California/N Park/Loveridge	A	xxxxx	0.532	A	xxxxx	0.586	+ 0.054 V/C
# 4 California Avenue/SR 4 WB Ramp	A	xxxxx	0.488	A	xxxxx	0.561	+ 0.073 V/C
# 5 Loveridge/Pittsburg-Antioch Hi	C	xxxxx	0.782	E	xxxxx	0.922	+ 0.140 V/C
# 6 Loveridge Road/Buchanan Road	C	xxxxx	0.715	C	xxxxx	0.722	+ 0.007 V/C
# 7 W 10th/Auto Center Drive	B	xxxxx	0.600	B	xxxxx	0.607	+ 0.007 V/C
# 8	B	11.3	0.000	C	23.2	0.000	+11.868 D/V
# 9	B	10.9	0.000	B	11.4	0.000	+ 0.409 D/V

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

Intersection #1 E Leland Road/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	141	Level Of Service:	D

Street Name:	Loveridge Road						E Leland 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
Lanes:	2 0 2	0	1	2 0 2	0	1	2 0 2	0	1	2 0 2	0	1
Volume Module:												
Base Vol:	150	540	220	480	490	250	450	1370	190	260	660	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:	150	540	220	480	490	250	450	1370	190	260	660	300
Added Vol:	0	32	0	8	31	16	16	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	572	220	488	521	266	466	1370	190	260	660	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	572	220	488	521	266	466	1370	190	260	660	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	572	220	488	521	266	466	1370	190	260	660	308
RTOR Reduct:	0	0	143	0	0	256	0	0	83	0	0	268
RTOR Vol:	150	572	77	488	521	10	466	1370	108	260	660	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	572	77	488	521	10	466	1370	108	260	660	40
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	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3300	1650	3000	3300	1650	3000	3300	1650	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.05	0.16	0.16	0.01	0.16	0.42	0.07	0.09	0.20	0.02
Crit Volume:		286		244				685		130		
Crit Moves:		****		****				****		****		

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

Intersection #2 SR EB Ramps/Loveridge Road

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 | Level Of Service: B

Street Name:	Loveridge Road						SR EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0 2	0	0	2 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	740	570	80	740	0	470	0	500	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	740	570	80	740	0	470	0	500	0	0	0
Added Vol:	0	56	0	155	54	0	140	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	796	570	235	794	0	610	0	500	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:	0	796	570	235	794	0	610	0	500	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	796	570	235	794	0	610	0	500	0	0	0
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	796	570	235	794	0	610	0	500	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	796	570	235	794	0	610	0	500	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	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3440	1720	3127	3440	0	3127	0	1720	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.33	0.08	0.23	0.00	0.20	0.00	0.29	0.00	0.00	0.00
Crit Volume:			570	118					500	0		
Crit Moves:			****	****					****			

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

Intersection #3 California/N Park/Loveridge

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Loveridge Road						California Avenue/N Park Boulevar					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	1 0		1 0 2	0 1		2 0 1	0 1		2 0 1	0 1	
Volume Module:												
Base Vol:	350	720	140	40	340	430	260	360	410	70	150	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:	350	720	140	40	340	430	260	360	410	70	150	50
Added Vol:	0	196	0	0	210	136	160	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	916	140	40	550	566	420	360	410	70	150	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:	350	916	140	40	550	566	420	360	410	70	150	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	916	140	40	550	566	420	360	410	70	150	50
RTOR Reduct:	0	0	0	0	0	231	0	0	193	0	0	40
RTOR Vol:	350	916	140	40	550	335	420	360	218	70	150	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:	350	916	140	40	550	335	420	360	218	70	150	10
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	0.91	1.00	1.00
Lanes:	2.00	1.73	0.27	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3000	2863	438	1650	3300	1650	3000	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.02	0.17	0.20	0.14	0.22	0.13	0.02	0.09	0.01
Crit Volume:		528			40			360			35	
Crit Moves:		****			****			****			****	

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

Intersection #4 California Avenue/SR 4 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Street Name:	SR 4 WB Ramps						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 0 1	0	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	50	40	340	50	60	20	10	640	50	600	280	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:	50	40	340	50	60	20	10	640	50	600	280	90
Added Vol:	0	0	160	0	0	0	0	0	0	136	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	40	500	50	60	20	10	640	50	736	280	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:	50	40	500	50	60	20	10	640	50	736	280	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	40	500	50	60	20	10	640	50	736	280	90
RTOR Reduct:	0	0	405	0	0	0	0	0	0	0	0	50
RTOR Vol:	50	40	95	50	60	20	10	640	50	736	280	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	40	95	50	60	20	10	640	50	736	280	40
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	0.91	1.00	1.00
Lanes:	1.11	0.89	1.00	1.00	0.75	0.25	1.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1667	1467	1650	1650	1238	413	1650	3061	239	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.03	0.05	0.05	0.01	0.21	0.21	0.25	0.08	0.02
Crit Volume:			95		80				345	368		
Crit Moves:			****		****				****	****		

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	170	80	500	150	320	20	10	450	140	170	210	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:	170	80	500	150	320	20	10	450	140	170	210	30
Added Vol:	0	355	0	31	345	12	12	0	0	0	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	435	500	181	665	32	22	450	140	170	210	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	435	500	181	665	32	22	450	140	170	210	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	435	500	181	665	32	22	450	140	170	210	62
RTOR Reduct:	0	0	0	0	0	0	0	0	140	0	0	62
RTOR Vol:	170	435	500	181	665	32	22	450	0	170	210	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	435	500	181	665	32	22	450	0	170	210	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:	0.31	0.79	0.90	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	508	1299	1493	1650	3148	152	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.11	0.21	0.21	0.01	0.27	0.00	0.10	0.13	0.00
Crit Volume:		553			349			450		170		
Crit Moves:		****			****			****		****		

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

Intersection #6 Loveridge Road/Buchanan Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Loveridge 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:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0			360	0	300			200	870	0			0	560	240		
Growth Adj:	1.00	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			360	0	300			200	870	0			0	560	240		
Added Vol:	0	0	0			12	0	19			20	0	0			0	0	12		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			372	0	319			220	870	0			0	560	252		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	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			372	0	319			220	870	0			0	560	252		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			372	0	319			220	870	0			0	560	252		
RTOR Reduct:	0	0	0			0	0	220			0	0	0			0	0	252		
RTOR Vol:	0	0	0			372	0	99			220	870	0			0	560	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	0	0	0			372	0	99			220	870	0			0	560	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:	0.00	0.00	0.00			1.00	0.00	1.00			1.00	1.00	0.00			0.00	1.00	1.00		
Final Sat.:	0	0	0			1720	0	1720			1720	1720	0			0	1720	1720		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.22	0.00	0.06			0.13	0.51	0.00			0.00	0.33	0.00		
Crit Volume:		0				372						870				0				
Crit Moves:						****						****				****				

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

Intersection #7 W 10th/Auto Center Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Auto Center Drive						W 10th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 0		1 0 2	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	60	320	140	10	120	70	140	1320	170	90	270	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:	60	320	140	10	120	70	140	1320	170	90	270	20
Added Vol:	8	0	0	0	0	0	0	23	8	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	320	140	10	120	70	140	1343	178	90	294	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:	68	320	140	10	120	70	140	1343	178	90	294	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	320	140	10	120	70	140	1343	178	90	294	20
RTOR Reduct:	0	0	0	0	0	70	0	0	68	0	0	10
RTOR Vol:	68	320	140	10	120	0	140	1343	110	90	294	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:	68	320	140	10	120	0	140	1343	110	90	294	10
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	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	2296	1004	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.01	0.04	0.00	0.08	0.41	0.07	0.05	0.09	0.01
Crit Volume:		230			10			672			90	
Crit Moves:		****			****			****			****	

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

Intersection #8

Average Delay (sec/veh): 9.2 Worst Case Level Of Service: C[23.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 1	0 0		0 0 1!	0 0		0 0	0 0 0	
Volume Module:												
Base Vol:	30 90	0		0 458	0		1	0	32	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:	30 90	0		0 458	0		1	0	32	0	0	0
Added Vol:	359 40	0		0 39	0		0	0	349	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	389 130	0		0 497	0		1	0	381	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:	389 130	0		0 497	0		1	0	381	0	0	0
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	389 130	0		0 497	0		1	0	381	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	497 xxxx	xxxxx	xxxx	xxxx	xxxxx		1405	1405	497	xxxx	xxxx	xxxxx
Potent Cap.:	1077 xxxx	xxxxx	xxxx	xxxx	xxxxx		155	141	577	xxxx	xxxx	xxxxx
Move Cap.:	1077 xxxx	xxxxx	xxxx	xxxx	xxxxx		99	76	577	xxxx	xxxx	xxxxx
Volume/Cap:	0.36 xxxx	xxxx	xxxx	xxxx	xxxx		0.01	0.00	0.66	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.7 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	10.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	570	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.7 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.0	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	10.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.2	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	B	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			23.2			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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

Intersection #9

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[11.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0 1	0 0		0 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	13 78 0	0	0	450	0		0	0	8	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	1.00
Initial Bse:	13 78 0	0	0	450	0		0	0	8	0	0	0
Added Vol:	40 0 0	0	0	0	0		0	0	39	0	0	0
PasserByVol:	0 0 0	0	0	0	0		0	0	0	0	0	0
Initial Fut:	53 78 0	0	0	450	0		0	0	47	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	1.00
PHF Adj:	1.00 1.00 1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53 78 0	0	0	450	0		0	0	47	0	0	0
Reduct Vol:	0 0 0	0	0	0	0		0	0	0	0	0	0
FinalVolume:	53 78 0	0	0	450	0		0	0	47	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx		6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx		3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	450 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx		450	xxxx	xxxx	xxxxx
Potent Cap.:	1121 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx		613	xxxx	xxxx	xxxxx
Move Cap.:	1121 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx		613	xxxx	xxxx	xxxxx
Volume/Cap:	0.05 xxxx xxxx	xxxx	xxxx	xxxx	xxxx		xxxx		0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx		xxxx		0.2	xxxx	xxxx	xxxxx
Control Del:	8.4 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxx		11.4	xxxxx	xxxx	xxxxx
LOS by Move:	A *	*	*	*	*		*		B	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	8.4 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	A *	*	*	*	*	*	*		*	*	*	*
ApproachDel:	xxxxxx	xxxxxx			11.4				xxxxxx			
ApproachLOS:	*	*			B				*			

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	312	280	200	220	970	321	190	664	120	340	478	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98	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	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)	3367	3471	1514	3367	3471	1513	1736	3471	1524	3367	3471	1514
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)	3367	3471	1514	3367	3471	1513	1736	3471	1524	3367	3471	1514
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)	328	295	211	232	1021	338	200	699	126	358	503	199
RTOR Reduction (vph)	0	0	134	0	0	193	0	0	45	0	0	160
Lane Group Flow (vph)	328	295	77	232	1021	145	200	699	81	358	503	39
Confl. Peds. (#/hr)			9			10			5			10
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Actuated Green, G (s)	14.0	47.2	47.2	13.0	46.2	46.2	24.4	32.2	32.2	17.6	25.4	25.4
Effective Green, g (s)	14.0	47.2	47.2	13.0	46.2	46.2	24.4	32.2	32.2	17.6	25.4	25.4
Actuated g/C Ratio	0.11	0.36	0.36	0.10	0.36	0.36	0.19	0.25	0.25	0.14	0.20	0.20
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	363	1260	550	337	1234	538	326	860	377	456	678	296
v/s Ratio Prot	c0.10	0.08		0.07	c0.29		0.12	c0.20		0.11	c0.14	
v/s Ratio Perm			0.05			0.10			0.05			0.03
v/c Ratio	0.90	0.23	0.14	0.69	0.83	0.27	0.61	0.81	0.21	0.79	0.74	0.13
Uniform Delay, d1	57.3	28.8	27.8	56.5	38.3	29.9	48.5	46.1	38.9	54.4	49.2	43.2
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	24.8	0.4	0.5	5.8	6.5	1.2	3.4	5.9	0.3	8.6	4.4	0.2
Delay (s)	82.2	29.3	28.3	62.3	44.7	31.1	51.9	52.0	39.1	63.0	53.6	43.4
Level of Service	F	C	C	E	D	C	D	D	D	E	D	D
Approach Delay (s)		49.8			44.4			50.4			54.9	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM Average Control Delay	49.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	81.5%	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												
Volume (vph)	550	0	530	0	0	0	0	836	360	371	547	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0					4.5	4.5	4.0	5.0	
Lane Util. Factor	0.95	0.95	1.00					0.95	1.00	0.97	0.95	
Frt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1588	1588	1495					3343	1495	3242	3343	
Flt Permitted	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1588	1588	1495					3343	1495	3242	3343	
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)	579	0	558	0	0	0	0	880	379	391	576	0
RTOR Reduction (vph)	0	0	46	0	0	0	0	0	171	0	0	0
Lane Group Flow (vph)	289	290	512	0	0	0	0	880	208	391	576	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Split		custom						Perm	Prot		
Protected Phases	4	4	5					2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	25.6	25.6	49.5					64.8	64.8	16.1	56.5	
Effective Green, g (s)	25.6	25.6	49.5					64.8	64.8	16.1	56.5	
Actuated g/C Ratio	0.21	0.21	0.41					0.54	0.54	0.13	0.47	
Clearance Time (s)	5.0	5.0	4.0					4.5	4.5	4.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	339	339	617					1805	807	435	1574	
v/s Ratio Prot	0.18	c0.18	c0.17					c0.26		0.12	0.17	
v/s Ratio Perm			0.18						0.14			
v/c Ratio	0.85	0.86	0.83					0.49	0.26	0.90	0.37	
Uniform Delay, d1	45.4	45.4	31.5					17.2	14.7	51.1	20.3	
Progression Factor	1.00	1.00	1.00					1.00	1.00	0.96	1.37	
Incremental Delay, d2	18.3	18.6	9.0					0.9	0.8	19.2	0.6	
Delay (s)	63.7	64.0	40.5					18.2	15.5	68.3	28.4	
Level of Service	E	E	D					B	B	E	C	
Approach Delay (s)		52.4			0.0			17.4			44.5	
Approach LOS		D			A			B			D	

Intersection Summary			
HCM Average Control Delay	37.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

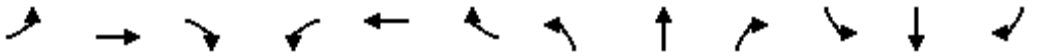
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	318	60	330	40	180	10	390	917	80	20	548	767
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.0	5.0	5.5	5.0	5.0	5.0	5.0		5.0	5.0	5.5
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
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	0.99		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)	3242	1759	1487	3242	1759	1476	3242	3302		1671	3343	1495
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)	3242	1759	1487	3242	1759	1476	3242	3302		1671	3343	1495
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)	335	63	347	42	189	11	411	965	84	21	577	807
RTOR Reduction (vph)	0	0	103	0	0	8	0	4	0	0	0	264
Lane Group Flow (vph)	335	63	244	42	189	3	411	1045	0	21	577	543
Confl. Peds. (#/hr)			1			1						
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Prot		pm+ov	Prot		Perm	Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4			8						6
Actuated Green, G (s)	7.5	18.4	43.1	8.4	19.3	19.3	24.7	70.9		1.8	48.0	55.5
Effective Green, g (s)	7.5	18.4	43.1	8.4	19.3	19.3	24.7	70.9		1.8	48.0	55.5
Actuated g/C Ratio	0.06	0.15	0.36	0.07	0.16	0.16	0.21	0.59		0.02	0.40	0.46
Clearance Time (s)	5.5	5.0	5.0	5.5	5.0	5.0	5.0	5.0		5.0	5.0	5.5
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)	203	270	596	227	283	237	667	1951		25	1337	691
v/s Ratio Prot	c0.10	0.04	c0.08	0.01	c0.11		c0.13	0.32		0.01	0.17	c0.05
v/s Ratio Perm			0.08			0.00						0.31
v/c Ratio	1.65	0.23	0.41	0.19	0.67	0.01	0.62	0.54		0.84	0.43	0.79
Uniform Delay, d1	56.2	44.6	28.9	52.6	47.3	42.4	43.3	14.7		59.0	26.1	27.2
Progression Factor	0.80	0.70	0.94	1.00	1.00	1.00	0.82	1.25		1.00	1.00	1.00
Incremental Delay, d2	311.7	0.4	0.4	0.4	5.9	0.0	3.4	0.8		109.3	0.2	5.9
Delay (s)	356.6	31.6	27.5	53.0	53.2	42.4	38.8	19.2		168.2	26.3	33.1
Level of Service	F	C	C	D	D	D	D	B		F	C	C
Approach Delay (s)		175.9			52.7			24.7			32.3	
Approach LOS		F			D			C			C	

Intersection Summary			
HCM Average Control Delay	58.5	HCM Level of Service	E
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

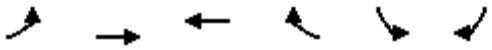
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	250	30	867	340	140	240	50	398	60	110	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.0	3.0	
Lane Util. Factor	1.00	0.95		0.97	0.95	1.00	0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	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	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1719	3382		3335	3438	1492	1633	1664	1538	1719	1768	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	
Satd. Flow (perm)	1719	3382		3335	3438	1492	1633	1664	1538	1719	1768	
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)	32	263	32	913	358	147	253	53	419	63	116	21
RTOR Reduction (vph)	0	7	0	0	0	61	0	0	224	0	5	0
Lane Group Flow (vph)	32	288	0	913	358	86	152	154	195	63	132	0
Confl. Peds. (#/hr)						4						
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot			Prot		Perm	Split		Over	Split		
Protected Phases	5	2		1	6		8	8	1	7	7	
Permitted Phases						6						
Actuated Green, G (s)	5.2	20.4		55.9	70.6	70.6	16.6	16.6	55.9	13.6	13.6	
Effective Green, g (s)	5.2	20.4		55.9	70.6	70.6	16.6	16.6	55.9	13.6	13.6	
Actuated g/C Ratio	0.04	0.17		0.47	0.59	0.59	0.14	0.14	0.47	0.11	0.11	
Clearance Time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.0	3.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	74	575		1554	2023	878	226	230	716	195	200	
v/s Ratio Prot	0.02	c0.09		c0.27	0.10		c0.09	0.09	0.13	0.04	c0.07	
v/s Ratio Perm						0.06						
v/c Ratio	0.43	0.50		0.59	0.18	0.10	0.67	0.67	0.27	0.32	0.66	
Uniform Delay, d1	56.0	45.2		23.6	11.3	10.8	49.1	49.1	19.6	49.0	51.0	
Progression Factor	1.00	1.00		0.80	0.75	0.58	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.0	0.7		1.2	0.1	0.2	7.7	7.2	0.9	1.0	7.6	
Delay (s)	60.0	45.9		20.1	8.7	6.4	56.8	56.3	20.5	49.9	58.6	
Level of Service	E	D		C	A	A	E	E	C	D	E	
Approach Delay (s)		47.2			15.8			35.7			55.9	
Approach LOS		D			B			D			E	

Intersection Summary			
HCM Average Control Delay	28.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	61.4%	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												
Volume (vph)	56	140	120	480	400	374	130	844	190	58	515	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	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		0.98		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1504	1583	1328	1504	1583	1346		2912		1504	2980	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1504	1583	1328	1504	1583	1346		2912		1504	2980	
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)	59	147	126	505	421	394	137	888	200	61	542	36
RTOR Reduction (vph)	0	0	108	0	0	266	0	11	0	0	3	0
Lane Group Flow (vph)	59	147	18	505	421	128	0	1214	0	61	575	0
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6			2						
Actuated Green, G (s)	7.0	20.3	20.3	29.1	42.4	42.4		39.1		27.0	27.0	
Effective Green, g (s)	7.0	20.3	20.3	29.1	42.4	42.4		39.1		27.0	27.0	
Actuated g/C Ratio	0.05	0.15	0.15	0.21	0.30	0.30		0.28		0.19	0.19	
Clearance Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
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)	75	230	193	314	481	409		816		291	577	
v/s Ratio Prot	0.04	0.09		c0.34	c0.27			c0.42		0.04	c0.19	
v/s Ratio Perm			0.01			0.10						
v/c Ratio	0.79	0.64	0.10	1.61	0.88	0.31		1.49		0.21	1.00	
Uniform Delay, d1	65.5	56.1	51.6	55.2	46.0	37.3		50.2		47.3	56.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	40.6	5.7	0.2	288.1	16.1	0.4		226.1		0.4	36.2	
Delay (s)	106.1	61.9	51.9	343.3	62.2	37.8		276.3		47.6	92.4	
Level of Service	F	E	D	F	E	D		F		D	F	
Approach Delay (s)		65.9			162.5			276.3			88.2	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM Average Control Delay	179.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	139.5	Sum of lost time (s)	17.0
Intersection Capacity Utilization	111.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

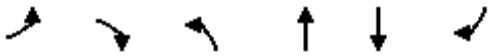


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	387	490	480	316	164	274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1845	1845	1546	1752	1520
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	1845	1845	1546	1752	1520
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	407	516	505	333	173	288
RTOR Reduction (vph)	0	0	0	88	0	243
Lane Group Flow (vph)	407	516	505	245	173	45
Confl. Peds. (#/hr)				2	2	5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	17.0	65.4	43.4	43.4	14.1	14.1
Effective Green, g (s)	17.0	65.4	43.4	43.4	14.1	14.1
Actuated g/C Ratio	0.19	0.73	0.48	0.48	0.16	0.16
Clearance Time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	331	1341	890	746	274	238
v/s Ratio Prot	c0.23	0.28	c0.27		c0.10	
v/s Ratio Perm				0.16		0.03
v/c Ratio	1.23	0.38	0.57	0.33	0.63	0.19
Uniform Delay, d1	36.5	4.7	16.6	14.3	35.5	33.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	127.0	0.8	2.6	1.2	4.7	0.4
Delay (s)	163.5	5.5	19.2	15.5	40.2	33.4
Level of Service	F	A	B	B	D	C
Approach Delay (s)		75.2	17.8		35.9	
Approach LOS		E	B		D	

Intersection Summary			
HCM Average Control Delay	45.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	70.0%	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												
Volume (vph)	30	189	50	230	833	10	101	80	120	10	150	290
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99		1.00	1.00	1.00
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	0.91		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)	1752	3505	1568	1752	3505	1568	1752	3164		1752	3505	1568
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)	1752	3505	1568	1752	3505	1568	1752	3164		1752	3505	1568
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)	32	199	53	242	877	11	106	84	126	11	158	305
RTOR Reduction (vph)	0	0	37	0	0	4	0	82	0	0	0	148
Lane Group Flow (vph)	32	199	16	242	877	7	106	128	0	11	158	157
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	3.6	32.2	32.2	19.6	48.2	48.2	8.0	36.4		0.8	29.2	29.2
Effective Green, g (s)	3.6	32.2	32.2	19.6	48.2	48.2	8.0	36.4		0.8	29.2	29.2
Actuated g/C Ratio	0.03	0.31	0.31	0.19	0.46	0.46	0.08	0.35		0.01	0.28	0.28
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)	60	1075	481	327	1609	720	133	1097		13	975	436
v/s Ratio Prot	0.02	0.06		c0.14	c0.25		c0.06	0.04		0.01	0.05	
v/s Ratio Perm			0.01			0.00						c0.10
v/c Ratio	0.53	0.19	0.03	0.74	0.55	0.01	0.80	0.12		0.85	0.16	0.36
Uniform Delay, d1	49.9	26.8	25.5	40.3	20.5	15.4	47.7	23.4		52.0	28.7	30.4
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	8.8	0.4	0.1	8.7	1.3	0.0	27.3	0.2		166.4	0.4	2.3
Delay (s)	58.7	27.1	25.6	49.0	21.8	15.5	75.0	23.6		218.5	29.0	32.7
Level of Service	E	C	C	D	C	B	E	C		F	C	C
Approach Delay (s)		30.4			27.6			40.8			35.8	
Approach LOS		C			C			D			D	

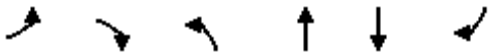
Intersection Summary			
HCM Average Control Delay	31.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	475	540	734	138	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2	500	568	773	145	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				931		
pX, platoon unblocked						
vC, conflicting volume	1668	73	145			
vC1, stage 1 conf vol	145					
vC2, stage 2 conf vol	1523					
vCu, unblocked vol	1668	73	145			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)	6.0					
tF (s)	3.6	3.4	2.3			
p0 queue free %	98	48	59			
cM capacity (veh/h)	90	956	1392			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	2	500	568	386	386	97	48
Volume Left	2	0	568	0	0	0	0
Volume Right	0	500	0	0	0	0	0
cSH	90	956	1392	1700	1700	1700	1700
Volume to Capacity	0.02	0.52	0.41	0.23	0.23	0.06	0.03
Queue Length 95th (ft)	2	78	51	0	0	0	0
Control Delay (s)	45.8	12.8	9.4	0.0	0.0	0.0	0.0
Lane LOS	E	B	A				
Approach Delay (s)	13.0		4.0			0.0	
Approach LOS	B						

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	48	54	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	51	57	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	114	0	0			
vC1, stage 1 conf vol	0					
vC2, stage 2 conf vol	114					
vCu, unblocked vol	114	0	0			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)	6.0					
tF (s)	3.6	3.4	2.3			
p0 queue free %	100	95	96			
cM capacity (veh/h)	829	1065	1579			

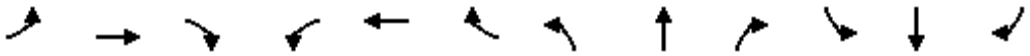
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	51	57	0	0	0	0
Volume Left	0	57	0	0	0	0
Volume Right	51	0	0	0	0	0
cSH	1065	1579	1700	1700	1700	1700
Volume to Capacity	0.05	0.04	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	4	3	0	0	0	0
Control Delay (s)	8.5	7.4	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	8.5	7.4			0.0	
Approach LOS	A					

Intersection Summary				
Average Delay	7.9			
Intersection Capacity Utilization	13.3%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	466	1370	190	260	660	308	150	572	220	488	521	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.96	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	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1522	3433	3539	1528	1770	3539	1552	3433	3539	1542
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)	3433	3539	1522	3433	3539	1528	1770	3539	1552	3433	3539	1542
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)	466	1370	190	260	660	308	150	572	220	488	521	266
RTOR Reduction (vph)	0	0	50	0	0	207	0	0	96	0	0	214
Lane Group Flow (vph)	466	1370	140	260	660	101	150	572	124	488	521	52
Confl. Peds. (#/hr)			19			17			6			11
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Actuated Green, G (s)	21.7	54.3	54.3	10.0	42.6	42.6	20.2	26.7	26.7	19.0	25.5	25.5
Effective Green, g (s)	21.7	54.3	54.3	10.0	42.6	42.6	20.2	26.7	26.7	19.0	25.5	25.5
Actuated g/C Ratio	0.17	0.42	0.42	0.08	0.33	0.33	0.16	0.21	0.21	0.15	0.20	0.20
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	573	1478	636	264	1160	501	275	727	319	502	694	302
v/s Ratio Prot	c0.14	c0.39		0.08	0.19		0.08	c0.16		c0.14	0.15	
v/s Ratio Perm			0.09			0.07			0.08			0.03
v/c Ratio	0.81	0.93	0.22	0.98	0.57	0.20	0.55	0.79	0.39	0.97	0.75	0.17
Uniform Delay, d1	52.2	36.0	24.3	59.9	36.1	31.5	50.7	49.0	44.6	55.2	49.3	43.5
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	8.6	11.5	0.8	50.8	2.0	0.9	2.2	5.6	0.8	32.9	4.6	0.3
Delay (s)	60.8	47.4	25.1	110.7	38.1	32.4	52.9	54.6	45.4	88.1	53.8	43.7
Level of Service	E	D	C	F	D	C	D	D	D	F	D	D
Approach Delay (s)		48.4			52.1			52.2			64.8	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM Average Control Delay	53.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	93.4%	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												
Volume (vph)	610	0	500	0	0	0	0	796	570	235	794	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0					4.5	4.5	4.0	5.0	
Lane Util. Factor	0.95	0.95	1.00					0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00	1.00					1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1665	1665	1568					3505	1531	3400	3505	
Flt Permitted	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1665	1665	1568					3505	1531	3400	3505	
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)	610	0	500	0	0	0	0	796	570	235	794	0
RTOR Reduction (vph)	0	0	13	0	0	0	0	0	263	0	0	0
Lane Group Flow (vph)	305	305	487	0	0	0	0	796	307	235	794	0
Confl. Peds. (#/hr)									7			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split		custom						Perm	Prot		
Protected Phases	4	4	5					2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	27.9	27.9	70.0					64.6	64.6	14.0	36.0	
Effective Green, g (s)	27.9	27.9	70.0					64.6	64.6	14.0	36.0	
Actuated g/C Ratio	0.23	0.23	0.58					0.54	0.54	0.12	0.30	
Clearance Time (s)	5.0	5.0	4.0					4.5	4.5	4.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	387	387	915					1887	824	397	1052	
v/s Ratio Prot	c0.18	0.18	c0.19					0.23		c0.07	c0.23	
v/s Ratio Perm			0.12						0.20			
v/c Ratio	0.79	0.79	0.53					0.42	0.37	0.59	0.75	
Uniform Delay, d1	43.3	43.3	15.1					16.5	16.0	50.3	38.0	
Progression Factor	1.00	1.00	1.00					1.00	1.00	1.17	0.82	
Incremental Delay, d2	10.2	10.2	0.6					0.7	1.3	2.1	4.5	
Delay (s)	53.5	53.5	15.7					17.2	17.3	60.8	35.8	
Level of Service	D	D	B					B	B	E	D	
Approach Delay (s)		36.5			0.0			17.3			41.5	
Approach LOS		D			A			B			D	

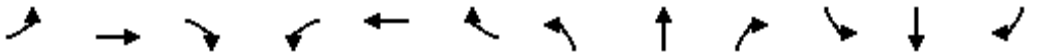
Intersection Summary			
HCM Average Control Delay	30.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	420	360	410	70	150	50	350	916	140	40	550	566
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.0	5.0	5.5	5.0	5.0	5.0	5.0		5.0	5.0	5.5
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	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	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		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)	3400	1845	1555	3400	1845	1548	3400	3435		1752	3505	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)	3400	1845	1555	3400	1845	1548	3400	3435		1752	3505	1554
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)	420	360	410	70	150	50	350	916	140	40	550	566
RTOR Reduction (vph)	0	0	91	0	0	40	0	8	0	0	0	240
Lane Group Flow (vph)	420	360	319	70	150	10	350	1048	0	40	550	326
Confl. Peds. (#/hr)			2			1						1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		pm+ov	Prot		Perm	Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4			8						6
Actuated Green, G (s)	16.4	31.2	51.1	6.4	21.2	21.2	19.9	56.3		5.6	42.0	58.4
Effective Green, g (s)	16.4	31.2	51.1	6.4	21.2	21.2	19.9	56.3		5.6	42.0	58.4
Actuated g/C Ratio	0.14	0.26	0.43	0.05	0.18	0.18	0.17	0.47		0.05	0.35	0.49
Clearance Time (s)	5.5	5.0	5.0	5.5	5.0	5.0	5.0	5.0		5.0	5.0	5.5
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)	465	480	727	181	326	273	564	1612		82	1227	756
v/s Ratio Prot	c0.12	c0.20	0.07	0.02	0.08		c0.10	c0.31		0.02	0.16	0.06
v/s Ratio Perm			0.13			0.01						0.15
v/c Ratio	0.90	0.75	0.44	0.39	0.46	0.04	0.62	0.65		0.49	0.45	0.43
Uniform Delay, d1	51.0	40.8	24.3	54.9	44.3	41.0	46.5	24.3		55.8	30.1	20.0
Progression Factor	0.83	0.82	1.11	1.00	1.00	1.00	0.85	0.75		1.00	1.00	1.00
Incremental Delay, d2	18.6	5.7	0.4	1.4	1.0	0.1	4.5	1.8		4.5	0.3	0.4
Delay (s)	60.8	39.0	27.4	56.3	45.3	41.0	43.9	20.0		60.3	30.3	20.4
Level of Service	E	D	C	E	D	D	D	C		E	C	C
Approach Delay (s)		42.7			47.4			26.0			26.5	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	32.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

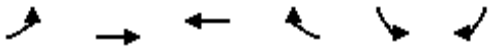
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	640	50	736	280	90	50	40	500	50	60	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.0	3.0	
Lane Util. Factor	1.00	0.95		0.97	0.95	1.00	0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1752	3467		3400	3505	1568	1665	1741	1568	1752	1775	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	
Satd. Flow (perm)	1752	3467		3400	3505	1568	1665	1741	1568	1752	1775	
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	640	50	736	280	90	50	40	500	50	60	20
RTOR Reduction (vph)	0	4	0	0	0	24	0	0	289	0	10	0
Lane Group Flow (vph)	10	686	0	736	280	66	44	46	211	50	70	0
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot			Prot		Perm	Split		Over	Split		
Protected Phases	5	2		1	6		8	8	1	7	7	
Permitted Phases						6						
Actuated Green, G (s)	1.5	57.7		32.4	88.1	88.1	7.5	7.5	32.4	8.9	8.9	
Effective Green, g (s)	1.5	57.7		32.4	88.1	88.1	7.5	7.5	32.4	8.9	8.9	
Actuated g/C Ratio	0.01	0.48		0.27	0.73	0.73	0.06	0.06	0.27	0.07	0.07	
Clearance Time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.0	3.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	22	1667		918	2573	1151	104	109	423	130	132	
v/s Ratio Prot	0.01	c0.20		c0.22	0.08		c0.03	0.03	0.13	0.03	c0.04	
v/s Ratio Perm						0.04						
v/c Ratio	0.45	0.41		0.80	0.11	0.06	0.42	0.42	0.50	0.38	0.53	
Uniform Delay, d1	58.8	20.2		40.8	4.6	4.4	54.2	54.2	36.9	52.9	53.5	
Progression Factor	1.00	1.00		0.77	0.79	0.75	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	14.2	0.2		4.5	0.1	0.1	2.8	2.6	0.9	1.9	3.8	
Delay (s)	73.0	20.3		35.9	3.7	3.4	56.9	56.8	37.9	54.8	57.3	
Level of Service	E	C		D	A	A	E	E	D	D	E	
Approach Delay (s)		21.1			25.1			40.8			56.4	
Approach LOS		C			C			D			E	

Intersection Summary			
HCM Average Control Delay	29.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	64.7%	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												
Volume (vph)	22	450	140	170	210	62	170	435	500	181	665	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	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		0.93		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1547	1629	1384	1547	1629	1384		2862		1547	3069	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1547	1629	1384	1547	1629	1384		2862		1547	3069	
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)	22	450	140	170	210	62	170	435	500	181	665	32
RTOR Reduction (vph)	0	0	74	0	0	42	0	111	0	0	2	0
Lane Group Flow (vph)	22	450	66	170	210	20	0	994	0	181	695	0
Confl. Peds. (#/hr)												4
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6			2						
Actuated Green, G (s)	4.2	37.0	37.0	12.0	44.8	44.8		37.0		27.0	27.0	
Effective Green, g (s)	4.2	37.0	37.0	12.0	44.8	44.8		37.0		27.0	27.0	
Actuated g/C Ratio	0.03	0.27	0.27	0.09	0.33	0.33		0.27		0.20	0.20	
Clearance Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
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)	47	440	374	136	533	453		773		305	605	
v/s Ratio Prot	0.01	c0.28		c0.11	0.13			c0.35		0.12	c0.23	
v/s Ratio Perm			0.05			0.01						
v/c Ratio	0.47	1.02	0.18	1.25	0.39	0.04		1.29		0.59	1.15	
Uniform Delay, d1	65.3	50.0	38.3	62.5	35.6	31.5		50.0		50.0	55.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	7.2	48.8	0.2	159.2	0.5	0.0		138.4		3.1	84.8	
Delay (s)	72.5	98.8	38.6	221.7	36.1	31.5		188.4		53.1	139.8	
Level of Service	E	F	D	F	D	C		F		D	F	
Approach Delay (s)		84.1			106.9			188.4			121.9	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	136.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	137.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	115.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



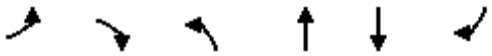
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	220	870	560	252	372	319
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	1881	1881	1577	1787	1545
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1787	1881	1881	1577	1787	1545
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	220	870	560	252	372	319
RTOR Reduction (vph)	0	0	0	36	0	241
Lane Group Flow (vph)	220	870	560	216	372	78
Confl. Peds. (#/hr)				1	6	4
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	22.1	99.2	72.1	72.1	35.3	35.3
Effective Green, g (s)	22.1	99.2	72.1	72.1	35.3	35.3
Actuated g/C Ratio	0.15	0.68	0.50	0.50	0.24	0.24
Clearance Time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	272	1287	935	784	435	376
v/s Ratio Prot	c0.12	c0.46	0.30		c0.21	
v/s Ratio Perm				0.14		0.05
v/c Ratio	0.81	0.68	0.60	0.28	0.86	0.21
Uniform Delay, d1	59.4	13.5	26.1	21.2	52.4	43.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.0	2.9	2.8	0.9	15.1	0.3
Delay (s)	75.5	16.3	28.9	22.1	67.5	44.0
Level of Service	E	B	C	C	E	D
Approach Delay (s)		28.3	26.8		56.6	
Approach LOS		C	C		E	

Intersection Summary			
HCM Average Control Delay	35.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	75.2%	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												
Volume (vph)	140	1343	178	90	294	20	68	320	140	10	120	70
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	3.0		4.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	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	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95		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)	1770	3539	1561	1770	3539	1559	1770	3362		1770	3539	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)	1770	3539	1561	1770	3539	1559	1770	3362		1770	3539	1553
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)	140	1343	178	90	294	20	68	320	140	10	120	70
RTOR Reduction (vph)	0	0	27	0	0	9	0	52	0	0	0	60
Lane Group Flow (vph)	140	1343	151	90	294	11	68	408	0	10	120	10
Confl. Peds. (#/hr)			2			3			3			6
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	13.4	60.6	60.6	9.4	56.6	56.6	4.8	18.8		1.2	15.2	15.2
Effective Green, g (s)	13.4	60.6	60.6	9.4	56.6	56.6	4.8	18.8		1.2	15.2	15.2
Actuated g/C Ratio	0.13	0.58	0.58	0.09	0.54	0.54	0.05	0.18		0.01	0.14	0.14
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0		4.0	3.0	3.0
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)	226	2043	901	158	1908	840	81	602		20	512	225
v/s Ratio Prot	c0.08	c0.38		0.05	0.08		c0.04	c0.12		0.01	0.03	
v/s Ratio Perm			0.10			0.01						0.01
v/c Ratio	0.62	0.66	0.17	0.57	0.15	0.01	0.84	0.68		0.50	0.23	0.05
Uniform Delay, d1	43.4	15.1	10.4	45.9	12.2	11.2	49.7	40.3		51.6	39.7	38.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.0	1.7	0.4	4.7	0.2	0.0	50.0	3.0		18.3	0.2	0.1
Delay (s)	48.4	16.8	10.8	50.5	12.3	11.3	99.7	43.3		69.9	40.0	38.7
Level of Service	D	B	B	D	B	B	F	D		E	D	D
Approach Delay (s)		18.8			20.8			50.6			41.0	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM Average Control Delay	26.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

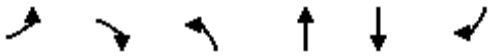
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	381	389	130	497	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	1	381	389	130	497	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				1001		
pX, platoon unblocked						
vC, conflicting volume	1340	248	497			
vC1, stage 1 conf vol	497					
vC2, stage 2 conf vol	843					
vCu, unblocked vol	1340	248	497			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	49	63			
cM capacity (veh/h)	220	742	1042			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	1	381	389	65	65	331	166
Volume Left	1	0	389	0	0	0	0
Volume Right	0	381	0	0	0	0	0
cSH	220	742	1042	1700	1700	1700	1700
Volume to Capacity	0.00	0.51	0.37	0.04	0.04	0.19	0.10
Queue Length 95th (ft)	0	74	44	0	0	0	0
Control Delay (s)	21.4	14.8	10.5	0.0	0.0	0.0	0.0
Lane LOS	C	B	B				
Approach Delay (s)	14.9		7.9			0.0	
Approach LOS	B						

Intersection Summary			
Average Delay	7.0		
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	39	40	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	39	40	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	80	0	0			
vC1, stage 1 conf vol	0					
vC2, stage 2 conf vol	80					
vCu, unblocked vol	80	0	0			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	98			
cM capacity (veh/h)	880	1075	1600			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	39	40	0	0	0	0
Volume Left	0	40	0	0	0	0
Volume Right	39	0	0	0	0	0
cSH	1075	1600	1700	1700	1700	1700
Volume to Capacity	0.04	0.03	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	3	2	0	0	0	0
Control Delay (s)	8.5	7.3	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	8.5	7.3			0.0	
Approach LOS	A					

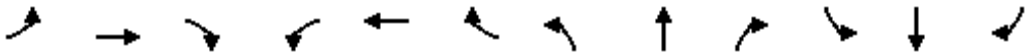
Intersection Summary			
Average Delay	7.9		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

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:	Loveridge Road						Pittsburg-Antioch Highway					
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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	130	360	190	20	90	20	40	140	120	480	400	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:	130	360	190	20	90	20	40	140	120	480	400	330
Added Vol:	0	484	0	38	425	14	16	0	0	0	0	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	844	190	58	515	34	56	140	120	480	400	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	844	190	58	515	34	56	140	120	480	400	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	844	190	58	515	34	56	140	120	480	400	374
RTOR Reduct:	0	0	0	0	0	0	0	0	120	0	0	58
RTOR Vol:	130	844	190	58	515	34	56	140	0	480	400	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	844	190	58	515	34	56	140	0	480	400	316
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	1.63	0.37	1.00	1.88	0.12	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1650	2694	606	1650	3096	204	1650	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.04	0.17	0.17	0.03	0.08	0.00	0.16	0.24	0.19
Crit Volume:		517			58			56			400	
Crit Moves:		****			****			****			****	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	140	120	480	400	374	130	844	190	58	515	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	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	0.97		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1504	1583	1328	2918	1583	1346	1504	2919		1504	2980	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1504	1583	1328	2918	1583	1346	1504	2919		1504	2980	
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)	59	147	126	505	421	394	137	888	200	61	542	36
RTOR Reduction (vph)	0	0	104	0	0	249	0	12	0	0	3	0
Lane Group Flow (vph)	59	147	22	505	421	145	137	1076	0	61	575	0
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						
Actuated Green, G (s)	7.1	21.8	21.8	23.3	38.0	38.0	16.3	45.8		8.8	39.3	
Effective Green, g (s)	7.1	21.8	21.8	23.3	38.0	38.0	16.3	45.8		8.8	39.3	
Actuated g/C Ratio	0.06	0.18	0.18	0.19	0.31	0.31	0.13	0.37		0.07	0.32	
Clearance Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	86	279	234	550	486	413	198	1081		107	947	
v/s Ratio Prot	0.04	0.09		c0.17	c0.27		c0.09	c0.37		0.04	0.19	
v/s Ratio Perm			0.02			0.11						
v/c Ratio	0.69	0.53	0.09	0.92	0.87	0.35	0.69	1.00		0.57	0.61	
Uniform Delay, d1	57.2	46.3	42.7	49.3	40.5	33.3	51.3	38.8		55.6	35.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	20.3	1.8	0.2	20.3	14.9	0.5	10.0	26.1		7.1	1.1	
Delay (s)	77.5	48.1	42.9	69.5	55.4	33.8	61.3	64.9		62.8	36.8	
Level of Service	E	D	D	E	E	C	E	E		E	D	
Approach Delay (s)		51.3			54.3			64.5			39.3	
Approach LOS		D			D			E			D	

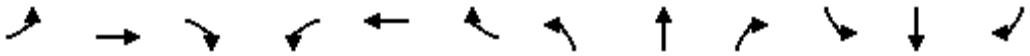
Intersection Summary			
HCM Average Control Delay	54.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	123.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0 1	1 0		1 0 1	1 0		1 0 1	0 1		2 0 1	0 1	
Volume Module:												
Base Vol:	170	80	500	150	320	20	10	450	140	170	210	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:	170	80	500	150	320	20	10	450	140	170	210	30
Added Vol:	0	355	0	31	345	12	12	0	0	0	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	435	500	181	665	32	22	450	140	170	210	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	435	500	181	665	32	22	450	140	170	210	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	435	500	181	665	32	22	450	140	170	210	62
RTOR Reduct:	0	0	0	0	0	0	0	0	140	0	0	62
RTOR Vol:	170	435	500	181	665	32	22	450	0	170	210	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	435	500	181	665	32	22	450	0	170	210	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	1.00	1.00	1.00	1.91	0.09	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1650	1650	1650	1650	3148	152	1650	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.30	0.11	0.21	0.21	0.01	0.27	0.00	0.06	0.13	0.00
Crit Volume:			500	181				450		85		
Crit Moves:			****	****				****		****		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	450	140	170	210	62	170	435	500	181	665	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	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	0.92		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1547	1629	1384	3001	1629	1384	1547	2846		1547	3069	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1547	1629	1384	3001	1629	1384	1547	2846		1547	3069	
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)	22	450	140	170	210	62	170	435	500	181	665	32
RTOR Reduction (vph)	0	0	83	0	0	40	0	174	0	0	3	0
Lane Group Flow (vph)	22	450	57	170	210	22	170	761	0	181	694	0
Confl. Peds. (#/hr)												4
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						
Actuated Green, G (s)	2.6	34.2	34.2	7.0	38.6	38.6	15.2	27.7		17.8	31.3	
Effective Green, g (s)	2.6	34.2	34.2	7.0	38.6	38.6	15.2	27.7		17.8	31.3	
Actuated g/C Ratio	0.02	0.31	0.31	0.06	0.35	0.35	0.14	0.25		0.16	0.28	
Clearance Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	5.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	36	503	428	190	568	483	212	712		249	868	
v/s Ratio Prot	0.01	c0.28		c0.06	c0.13		0.11	c0.27		c0.12	c0.23	
v/s Ratio Perm			0.04			0.02						
v/c Ratio	0.61	0.89	0.13	0.89	0.37	0.04	0.80	1.07		0.73	0.80	
Uniform Delay, d1	53.5	36.5	27.6	51.5	27.0	23.9	46.3	41.5		44.1	36.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	27.0	18.1	0.1	37.2	0.4	0.0	19.2	53.7		10.1	5.2	
Delay (s)	80.5	54.6	27.7	88.7	27.4	23.9	65.5	95.2		54.2	42.0	
Level of Service	F	D	C	F	C	C	E	F		D	D	
Approach Delay (s)		49.4			50.5			90.6			44.5	
Approach LOS		D			D			F			D	

Intersection Summary			
HCM Average Control Delay	63.1	HCM Level of Service	E
HCM Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	110.7	Sum of lost time (s)	37.0
Intersection Capacity Utilization	94.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

CUMULATIVE PLUS PROJECT
(TYPICAL OPERATING CONDITIONS)

Scenario Report

Scenario:	Future + Project (Typ) AM
Command:	Default Command
Volume:	Future AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Project (Typ) AM
Trip Distribution:	Project Dist
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Trip Generation Report

Forecast for Typical AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Mt Diablo RR	1.00	Project Site	238.00	207.00	238	207	445	100.0
	Zone 1 Subtotal					238	207	445	100.0
TOTAL						238	207	445	100.0

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates 1	2	3	4	5	6	7	8	9
1	6.0	5.0	3.0	3.0	2.0	35.0	40.0	4.0	2.0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 E Leland Road/Loveridge Road	B	xxxxx	0.689	B	xxxxx	0.699	+ 0.010 V/C
# 2 SR EB Ramps/Loveridge Road	A	xxxxx	0.587	B	xxxxx	0.623	+ 0.036 V/C
# 3 California/N Park/Loveridge	B	xxxxx	0.603	B	xxxxx	0.646	+ 0.044 V/C
# 4 California Avenue/SR 4 WB Ramp	A	xxxxx	0.494	A	xxxxx	0.518	+ 0.024 V/C
# 5 Loveridge/Pittsburg-Antioch Hi	B	xxxxx	0.615	C	xxxxx	0.737	+ 0.122 V/C
# 6 Loveridge Road/Buchanan Road	A	xxxxx	0.576	A	xxxxx	0.586	+ 0.010 V/C
# 7 W 10th/Auto Center Drive	A	xxxxx	0.473	A	xxxxx	0.480	+ 0.007 V/C
# 8	A	9.2	0.000	B	10.4	0.000	+ 1.112 D/V
# 9	A	8.7	0.000	A	8.8	0.000	+ 0.081 D/V

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

Intersection #1 E Leland Road/Loveridge Road

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.699
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 | Level Of Service: B

Street Name:	Loveridge Road						E Leland 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
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	190	620	120	330	440	170	290	280	200	220	970	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:	190	620	120	330	440	170	290	280	200	220	970	310
Added Vol:	0	19	0	4	17	8	10	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	639	120	334	457	178	300	280	200	220	970	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	639	120	334	457	178	300	280	200	220	970	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	639	120	334	457	178	300	280	200	220	970	315
RTOR Reduct:	0	0	120	0	0	165	0	0	105	0	0	184
RTOR Vol:	190	639	0	334	457	13	300	280	96	220	970	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	639	0	334	457	13	300	280	96	220	970	131
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	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3300	1650	3000	3300	1650	3000	3300	1650	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.00	0.11	0.14	0.01	0.10	0.08	0.06	0.07	0.29	0.08
Crit Volume:		320			167			150			485	
Crit Moves:		****			****			****			****	

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

Intersection #2 SR EB Ramps/Loveridge Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name:	Loveridge Road						SR EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	2 0	2	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	760	360	180	480	0	360	0	530	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	760	360	180	480	0	360	0	530	0	0	0
Added Vol:	0	33	0	83	29	0	83	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	793	360	263	509	0	443	0	530	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:	0	793	360	263	509	0	443	0	530	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	793	360	263	509	0	443	0	530	0	0	0
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	793	360	263	509	0	443	0	530	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	793	360	263	509	0	443	0	530	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	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3440	1720	3127	3440	0	3127	0	1720	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.21	0.08	0.15	0.00	0.14	0.00	0.31	0.00	0.00	0.00
Crit Volume:		397		132					530	0		
Crit Moves:		****		****					****			

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

Intersection #3 California/N Park/Loveridge

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name:	Loveridge Road						California Avenue/N Park Boulevar					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1 0	2	0 1	2 0	1	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	390	650	80	20	290	600	100	60	330	40	180	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:	390	650	80	20	290	600	100	60	330	40	180	10
Added Vol:	0	117	0	0	112	72	95	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	767	80	20	402	672	195	60	330	40	180	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:	390	767	80	20	402	672	195	60	330	40	180	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	767	80	20	402	672	195	60	330	40	180	10
RTOR Reduct:	0	0	0	0	0	107	0	0	215	0	0	10
RTOR Vol:	390	767	80	20	402	565	195	60	116	40	180	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:	390	767	80	20	402	565	195	60	116	40	180	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	0.91	1.00	1.00	0.91	1.00	1.00
Lanes:	2.00	1.81	0.19	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3000	2988	312	1650	3300	1650	3000	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.26	0.01	0.12	0.34	0.07	0.04	0.07	0.01	0.11	0.00
Crit Volume:	195					565	98				180	
Crit Moves:	****					****	****				****	

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

Intersection #4 California Avenue/SR 4 WB Ramps

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.518
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 | Level Of Service: A

Street Name:	SR 4 WB Ramps						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 0	1 0	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	240	50	180	60	110	20	30	250	30	700	340	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:	240	50	180	60	110	20	30	250	30	700	340	140
Added Vol:	0	0	95	0	0	0	0	0	0	72	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	50	275	60	110	20	30	250	30	772	340	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:	240	50	275	60	110	20	30	250	30	772	340	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	50	275	60	110	20	30	250	30	772	340	140
RTOR Reduct:	0	0	275	0	0	0	0	0	0	0	0	60
RTOR Vol:	240	50	0	60	110	20	30	250	30	772	340	80
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	240	50	0	60	110	20	30	250	30	772	340	80
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		0.91 1.00	1.00	
Lanes:	1.66 0.34	1.00		1.00 0.85	0.15		1.00 1.79	0.21		2.00 2.00	1.00	
Final Sat.:	2483 569	1650		1650 1396	254		1650 2946	354		3000 3300	1650	
Capacity Analysis Module:												
Vol/Sat:	0.10 0.09	0.00		0.04 0.08	0.08		0.02 0.08	0.08		0.26 0.10	0.05	
Crit Volume:	145				130			140			386	
Crit Moves:	****				****			****			****	

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.737
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 | Level Of Service: C

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	130	360	190	20	90	20	40	140	120	480	400	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:	130	360	190	20	90	20	40	140	120	480	400	330
Added Vol:	0	212	0	17	184	6	7	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	572	190	37	274	26	47	140	120	480	400	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	572	190	37	274	26	47	140	120	480	400	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	572	190	37	274	26	47	140	120	480	400	349
RTOR Reduct:	0	0	0	0	0	0	0	0	120	0	0	37
RTOR Vol:	130	572	190	37	274	26	47	140	0	480	400	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	572	190	37	274	26	47	140	0	480	400	312
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:	0.29	1.28	0.43	1.00	1.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	481	2116	703	1650	3014	286	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.02	0.09	0.09	0.03	0.08	0.00	0.29	0.24	0.19
Crit Volume:		446			150			140			480	
Crit Moves:		****			****			****			****	

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

Intersection #6 Loveridge Road/Buchanan Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	Loveridge 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:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0			150	0	250			360	490	0			0	480	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:	0	0	0			150	0	250			360	490	0			0	480	300		
Added Vol:	0	0	0			6	0	10			12	0	0			0	0	7		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			156	0	260			372	490	0			0	480	307		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	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			156	0	260			372	490	0			0	480	307		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			156	0	260			372	490	0			0	480	307		
RTOR Reduct:	0	0	0			0	0	260			0	0	0			0	0	156		
RTOR Vol:	0	0	0			156	0	0			372	490	0			0	480	151		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	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			156	0	0			372	490	0			0	480	151		
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	1.00	0.00			0.00	1.00	1.00		
Final Sat.:	0	0	0			1720	0	1720			1720	1720	0			0	1720	1720		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.09	0.00	0.00			0.22	0.28	0.00			0.00	0.28	0.09		
Crit Volume:		0				156					372						480			
Crit Moves:						****					****						****			

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

Intersection #7 W 10th/Auto Center Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Auto Center Drive						W 10th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	90	80	120	10	150	290	30	160	40	230	800	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:	90	80	120	10	150	290	30	160	40	230	800	10
Added Vol:	5	0	0	0	0	0	0	12	4	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	80	120	10	150	290	30	172	44	230	814	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:	95	80	120	10	150	290	30	172	44	230	814	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	80	120	10	150	290	30	172	44	230	814	10
RTOR Reduct:	0	0	0	0	0	30	0	0	44	0	0	10
RTOR Vol:	95	80	120	10	150	260	30	172	0	230	814	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:	95	80	120	10	150	260	30	172	0	230	814	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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	1650	1650	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.07	0.01	0.05	0.16	0.02	0.05	0.00	0.14	0.25	0.00
Crit Volume:	95					260	30				407	
Crit Moves:	****					****	****				****	

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

Intersection #8

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[10.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	0	0	0	1 0	0	0	0	1! 0	0	0	0	0	0
Volume Module:																
Base Vol:	50	680	0	0	90	0	2	0	45	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:	50	680	0	0	90	0	2	0	45	0	0	0				
Added Vol:	214	24	0	0	21	0	0	0	186	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	264	704	0	0	111	0	2	0	231	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	264	704	0	0	111	0	2	0	231	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	264	704	0	0	111	0	2	0	231	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	111	xxxx	xxxxx	xxxx	xxxx	xxxxx	1343	1343	111	xxxx	xxxx	xxxxx				
Potent Cap.:	1492	xxxx	xxxxx	xxxx	xxxx	xxxxx	169	153	948	xxxx	xxxx	xxxxx				
Move Cap.:	1492	xxxx	xxxxx	xxxx	xxxx	xxxxx	142	122	948	xxxx	xxxx	xxxxx				
Volume/Cap:	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.24	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	904	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			10.4			xxxxxx						
ApproachLOS:	*			*			B			*						

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

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

Intersection #9

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[8.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	1	0 0	0	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	6	676	0	0	88	0	0	0	2	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:	6	676	0	0	88	0	0	0	2	0	0	0				
Added Vol:	24	0	0	0	0	0	0	0	21	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	30	676	0	0	88	0	0	0	23	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:	30	676	0	0	88	0	0	0	23	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	30	676	0	0	88	0	0	0	23	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	88	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	88	xxxx	xxxx	xxxxx				
Potent Cap.:	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	976	xxxx	xxxx	xxxxx				
Move Cap.:	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	976	xxxx	xxxx	xxxxx				
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx				
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	A	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			8.8			xxxxxx						
ApproachLOS:	*			*			A			*						

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

Scenario Report

Scenario:	Future + Project (Typ) PM
Command:	Default Command
Volume:	Future PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Project (Typ) PM
Trip Distribution:	Project Dist
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Trip Generation Report

Forecast for Typical PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Mt Diablo RR	1.00	Project Site	173.00	171.00	173	171	344	100.0
	Zone 1 Subtotal					173	171	344	100.0
TOTAL						173	171	344	100.0

Trip Distribution Report

Percent Of Trips Distribution

	To Gates								
Zone	1	2	3	4	5	6	7	8	9
1	6.0	5.0	3.0	3.0	2.0	35.0	40.0	4.0	2.0

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 E Leland Road/Loveridge Road	D	xxxxx	0.825	D	xxxxx	0.831	+ 0.005 V/C
# 2 SR EB Ramps/Loveridge Road	B	xxxxx	0.648	B	xxxxx	0.669	+ 0.022 V/C
# 3 California/N Park/Loveridge	A	xxxxx	0.532	A	xxxxx	0.552	+ 0.020 V/C
# 4 California Avenue/SR 4 WB Ramp	A	xxxxx	0.488	A	xxxxx	0.508	+ 0.020 V/C
# 5 Loveridge/Pittsburg-Antioch Hi	C	xxxxx	0.782	D	xxxxx	0.829	+ 0.048 V/C
# 6 Loveridge Road/Buchanan Road	C	xxxxx	0.715	C	xxxxx	0.718	+ 0.003 V/C
# 7 W 10th/Auto Center Drive	B	xxxxx	0.600	B	xxxxx	0.603	+ 0.003 V/C
# 8	B	11.3	0.000	B	13.9	0.000	+ 2.581 D/V
# 9	B	10.9	0.000	B	11.1	0.000	+ 0.172 D/V

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

Intersection #1 E Leland Road/Loveridge Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: D

Street Name:	Loveridge Road						E Leland 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
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	150	540	220	480	490	250	450	1370	190	260	660	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:	150	540	220	480	490	250	450	1370	190	260	660	300
Added Vol:	0	14	0	3	14	7	7	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	554	220	483	504	257	457	1370	190	260	660	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	554	220	483	504	257	457	1370	190	260	660	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	554	220	483	504	257	457	1370	190	260	660	303
RTOR Reduct:	0	0	143	0	0	251	0	0	83	0	0	266
RTOR Vol:	150	554	77	483	504	6	457	1370	108	260	660	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	554	77	483	504	6	457	1370	108	260	660	37
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	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3300	1650	3000	3300	1650	3000	3300	1650	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.05	0.16	0.15	0.00	0.15	0.42	0.07	0.09	0.20	0.02
Crit Volume:		277		242				685		130		
Crit Moves:		****		****				****		****		

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

Intersection #2 SR EB Ramps/Loveridge Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Loveridge Road						SR EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0 2	0	0	2 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	740	570	80	740	0	470	0	500	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	740	570	80	740	0	470	0	500	0	0	0
Added Vol:	0	24	0	68	24	0	61	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	764	570	148	764	0	531	0	500	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:	0	764	570	148	764	0	531	0	500	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	764	570	148	764	0	531	0	500	0	0	0
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	0	764	570	148	764	0	531	0	500	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	764	570	148	764	0	531	0	500	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	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3440	1720	3127	3440	0	3127	0	1720	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.33	0.05	0.22	0.00	0.17	0.00	0.29	0.00	0.00	0.00
Crit Volume:			570	74					500	0		
Crit Moves:			****	****					****			

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

Intersection #3 California/N Park/Loveridge

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name:	Loveridge Road						California Avenue/N Park Boulevar					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1 0	2	0 1	2 0	1	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	350	720	140	40	340	430	260	360	410	70	150	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:	350	720	140	40	340	430	260	360	410	70	150	50
Added Vol:	0	85	0	0	92	60	69	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	805	140	40	432	490	329	360	410	70	150	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:	350	805	140	40	432	490	329	360	410	70	150	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	805	140	40	432	490	329	360	410	70	150	50
RTOR Reduct:	0	0	0	0	0	181	0	0	193	0	0	40
RTOR Vol:	350	805	140	40	432	309	329	360	218	70	150	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:	350	805	140	40	432	309	329	360	218	70	150	10
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	0.91	1.00	1.00
Lanes:	2.00	1.70	0.30	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3000	2811	489	1650	3300	1650	3000	1650	1650	3000	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.02	0.13	0.19	0.11	0.22	0.13	0.02	0.09	0.01
Crit Volume:			472	40				360		35		
Crit Moves:			****	****				****		****		

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

Intersection #4 California Avenue/SR 4 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	SR 4 WB Ramps						California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	0 1	1	0 0	1 0	1	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	50	40	340	50	60	20	10	640	50	600	280	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:	50	40	340	50	60	20	10	640	50	600	280	90
Added Vol:	0	0	69	0	0	0	0	0	0	60	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	40	409	50	60	20	10	640	50	660	280	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:	50	40	409	50	60	20	10	640	50	660	280	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	40	409	50	60	20	10	640	50	660	280	90
RTOR Reduct:	0	0	363	0	0	0	0	0	0	0	0	50
RTOR Vol:	50	40	46	50	60	20	10	640	50	660	280	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	40	46	50	60	20	10	640	50	660	280	40
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	0.91	1.00	1.00
Lanes:	1.11	0.89	1.00	1.00	0.75	0.25	1.00	1.86	0.14	2.00	2.00	1.00
Final Sat.:	1667	1467	1650	1650	1238	413	1650	3061	239	3000	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.05	0.05	0.01	0.21	0.21	0.22	0.08	0.02
Crit Volume:	45				80				345	330		
Crit Moves:	****				****				****	****		

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

Intersection #5 Loveridge/Pittsburg-Antioch Highway

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.829
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 | Level Of Service: D

Street Name:	Loveridge Road						Pittsburg-Antioch Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	170	80	500	150	320	20	10	450	140	170	210	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:	170	80	500	150	320	20	10	450	140	170	210	30
Added Vol:	0	154	0	14	152	5	5	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	234	500	164	472	25	15	450	140	170	210	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	234	500	164	472	25	15	450	140	170	210	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	234	500	164	472	25	15	450	140	170	210	44
RTOR Reduct:	0	0	0	0	0	0	0	0	140	0	0	44
RTOR Vol:	170	234	500	164	472	25	15	450	0	170	210	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	234	500	164	472	25	15	450	0	170	210	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:	0.38	0.62	1.00	1.00	1.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	621	1029	1650	1650	3134	166	1650	1650	1650	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.27	0.23	0.30	0.10	0.15	0.15	0.01	0.27	0.00	0.10	0.13	0.00
Crit Volume:			500		249			450			170	
Crit Moves:			****		****			****			****	

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

Intersection #6 Loveridge Road/Buchanan Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Street Name:	Loveridge 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:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0			360	0	300			200	870	0			0	560	240		
Growth Adj:	1.00	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			360	0	300			200	870	0			0	560	240		
Added Vol:	0	0	0			5	0	9			9	0	0			0	0	5		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	0			365	0	309			209	870	0			0	560	245		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	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			365	0	309			209	870	0			0	560	245		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			365	0	309			209	870	0			0	560	245		
RTOR Reduct:	0	0	0			0	0	209			0	0	0			0	0	245		
RTOR Vol:	0	0	0			365	0	100			209	870	0			0	560	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	0	0	0			365	0	100			209	870	0			0	560	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:	0.00	0.00	0.00			1.00	0.00	1.00			1.00	1.00	0.00			0.00	1.00	1.00		
Final Sat.:	0	0	0			1720	0	1720			1720	1720	0			0	1720	1720		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.21	0.00	0.06			0.12	0.51	0.00			0.00	0.33	0.00		
Crit Volume:		0				365						870				0				
Crit Moves:						****						****				****				

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

Intersection #7 W 10th/Auto Center Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Auto Center Drive						W 10th					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	60	320	140	10	120	70	140	1320	170	90	270	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:	60	320	140	10	120	70	140	1320	170	90	270	20
Added Vol:	3	0	0	0	0	0	0	10	3	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	320	140	10	120	70	140	1330	173	90	280	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:	63	320	140	10	120	70	140	1330	173	90	280	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	320	140	10	120	70	140	1330	173	90	280	20
RTOR Reduct:	0	0	0	0	0	70	0	0	63	0	0	10
RTOR Vol:	63	320	140	10	120	0	140	1330	110	90	280	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:	63	320	140	10	120	0	140	1330	110	90	280	10
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	1.39	0.61	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	2296	1004	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.01	0.04	0.00	0.08	0.40	0.07	0.05	0.08	0.01
Crit Volume:		230			10			665			90	
Crit Moves:		****			****			****			****	

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

Intersection #8

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: B[13.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	0	0 0	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	30	90	0	0	458	0	1	0	32	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:	30	90	0	0	458	0	1	0	32	0	0	0
Added Vol:	156	17	0	0	17	0	0	0	154	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	107	0	0	475	0	1	0	186	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:	186	107	0	0	475	0	1	0	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	186	107	0	0	475	0	1	0	186	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	475 xxxx	xxxxx	xxxx	xxxx	xxxxx		954	954	475	xxxx	xxxx	xxxxx
Potent Cap.:	1098 xxxx	xxxxx	xxxx	xxxx	xxxxx		289	261	594	xxxx	xxxx	xxxxx
Move Cap.:	1098 xxxx	xxxxx	xxxx	xxxx	xxxxx		247	211	594	xxxx	xxxx	xxxxx
Volume/Cap:	0.17 xxxx	xxxx	xxxx	xxxx	xxxx		0.00	0.00	0.31	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.6 xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	8.9 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT		
Shared Cap.:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	589	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	0.6 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	8.9 xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.9	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx				13.9		xxxxxx			
ApproachLOS:	*		*				B		*			

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

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

Intersection #9

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[11.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 0	0	0	1	0 0	0	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	13	78	0	0	450	0	0	0	8	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:	13	78	0	0	450	0	0	0	8	0	0	0				
Added Vol:	17	0	0	0	0	0	0	0	17	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	30	78	0	0	450	0	0	0	25	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:	30	78	0	0	450	0	0	0	25	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	30	78	0	0	450	0	0	0	25	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	450	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	450	xxxx	xxxx	xxxxx				
Potent Cap.:	1121	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	613	xxxx	xxxx	xxxxx				
Move Cap.:	1121	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	613	xxxx	xxxx	xxxxx				
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx				
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.1	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	B	*	*	*				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			11.1			xxxxxx						
ApproachLOS:	*			*			B			*						

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	300	280	200	220	970	315	190	639	120	334	457	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.98	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	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)	3367	3471	1514	3367	3471	1513	1736	3471	1524	3367	3471	1514
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)	3367	3471	1514	3367	3471	1513	1736	3471	1524	3367	3471	1514
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)	316	295	211	232	1021	332	200	673	126	352	481	187
RTOR Reduction (vph)	0	0	133	0	0	188	0	0	48	0	0	152
Lane Group Flow (vph)	316	295	78	232	1021	144	200	673	78	352	481	35
Confl. Peds. (#/hr)			9			10			5			10
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Actuated Green, G (s)	14.0	48.0	48.0	13.0	47.0	47.0	24.6	31.5	31.5	17.5	24.4	24.4
Effective Green, g (s)	14.0	48.0	48.0	13.0	47.0	47.0	24.6	31.5	31.5	17.5	24.4	24.4
Actuated g/C Ratio	0.11	0.37	0.37	0.10	0.36	0.36	0.19	0.24	0.24	0.13	0.19	0.19
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	363	1282	559	337	1255	547	329	841	369	453	651	284
v/s Ratio Prot	c0.09	0.08		0.07	c0.29		0.12	c0.19		0.10	c0.14	
v/s Ratio Perm			0.05			0.09			0.05			0.02
v/c Ratio	0.87	0.23	0.14	0.69	0.81	0.26	0.61	0.80	0.21	0.78	0.74	0.12
Uniform Delay, d1	57.1	28.3	27.3	56.5	37.5	29.3	48.3	46.3	39.3	54.4	49.8	43.9
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	19.7	0.4	0.5	5.8	5.9	1.2	3.2	5.5	0.3	8.2	4.4	0.2
Delay (s)	76.8	28.7	27.8	62.3	43.4	30.4	51.4	51.8	39.6	62.5	54.2	44.1
Level of Service	E	C	C	E	D	C	D	D	D	E	D	D
Approach Delay (s)		47.0			43.4			50.2			55.2	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM Average Control Delay	48.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	80.4%	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												
Volume (vph)	443	0	530	0	0	0	0	793	360	263	509	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0					4.5	4.5	4.0	5.0	
Lane Util. Factor	0.95	0.95	1.00					0.95	1.00	0.97	0.95	
Frt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1588	1588	1495					3343	1495	3242	3343	
Flt Permitted	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1588	1588	1495					3343	1495	3242	3343	
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)	466	0	558	0	0	0	0	835	379	277	536	0
RTOR Reduction (vph)	0	0	56	0	0	0	0	0	158	0	0	0
Lane Group Flow (vph)	233	233	502	0	0	0	0	835	221	277	536	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Split		custom						Perm	Prot		
Protected Phases	4	4	5					2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	22.4	22.4	49.8					70.1	70.1	14.0	56.2	
Effective Green, g (s)	22.4	22.4	49.8					70.1	70.1	14.0	56.2	
Actuated g/C Ratio	0.19	0.19	0.41					0.58	0.58	0.12	0.47	
Clearance Time (s)	5.0	5.0	4.0					4.5	4.5	4.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	296	296	620					1953	873	378	1566	
v/s Ratio Prot	0.15	0.15	c0.18					c0.25		0.09	0.16	
v/s Ratio Perm			0.15						0.15			
v/c Ratio	0.79	0.79	0.81					0.43	0.25	0.73	0.34	
Uniform Delay, d1	46.5	46.5	30.9					13.8	12.2	51.2	20.2	
Progression Factor	1.00	1.00	1.00					1.00	1.00	0.98	1.15	
Incremental Delay, d2	12.9	12.9	7.9					0.7	0.7	6.8	0.6	
Delay (s)	59.4	59.4	38.8					14.5	12.9	56.8	23.7	
Level of Service	E	E	D					B	B	E	C	
Approach Delay (s)		48.2			0.0			14.0			35.0	
Approach LOS		D			A			B			D	

Intersection Summary			
HCM Average Control Delay	31.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

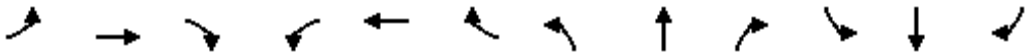
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	195	60	330	40	180	10	390	767	80	20	402	672
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.0	5.0	5.5	5.0	5.0	5.0	5.0		5.0	5.0	5.5
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
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	0.99		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)	3242	1759	1487	3242	1759	1476	3242	3295		1671	3343	1495
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)	3242	1759	1487	3242	1759	1476	3242	3295		1671	3343	1495
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)	205	63	347	42	189	11	411	807	84	21	423	707
RTOR Reduction (vph)	0	0	166	0	0	8	0	5	0	0	0	264
Lane Group Flow (vph)	205	63	181	42	189	3	411	886	0	21	423	443
Confl. Peds. (#/hr)			1			1						
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Prot		pm+ov	Prot		Perm	Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4			8						6
Actuated Green, G (s)	7.5	18.4	43.1	8.4	19.3	19.3	24.7	70.9		1.8	48.0	55.5
Effective Green, g (s)	7.5	18.4	43.1	8.4	19.3	19.3	24.7	70.9		1.8	48.0	55.5
Actuated g/C Ratio	0.06	0.15	0.36	0.07	0.16	0.16	0.21	0.59		0.02	0.40	0.46
Clearance Time (s)	5.5	5.0	5.0	5.5	5.0	5.0	5.0	5.0		5.0	5.0	5.5
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)	203	270	596	227	283	237	667	1947		25	1337	691
v/s Ratio Prot	c0.06	0.04	0.06	0.01	c0.11		c0.13	0.27		0.01	0.13	c0.04
v/s Ratio Perm			0.06			0.00						0.26
v/c Ratio	1.01	0.23	0.30	0.19	0.67	0.01	0.62	0.46		0.84	0.32	0.64
Uniform Delay, d1	56.2	44.6	27.7	52.6	47.3	42.4	43.3	13.7		59.0	24.7	24.6
Progression Factor	0.76	0.63	1.41	1.00	1.00	1.00	0.82	1.18		1.00	1.00	1.00
Incremental Delay, d2	63.4	0.4	0.3	0.4	5.9	0.0	3.7	0.7		109.3	0.1	2.0
Delay (s)	106.0	28.6	39.2	53.0	53.2	42.4	39.3	16.8		168.2	24.9	26.7
Level of Service	F	C	D	D	D	D	D	B		F	C	C
Approach Delay (s)		60.4			52.7			23.9			28.6	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM Average Control Delay	34.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

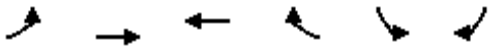
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	250	30	772	340	140	240	50	275	60	110	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.0	3.0	
Lane Util. Factor	1.00	0.95		0.97	0.95	1.00	0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	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	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1719	3382		3335	3438	1492	1633	1664	1538	1719	1768	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	
Satd. Flow (perm)	1719	3382		3335	3438	1492	1633	1664	1538	1719	1768	
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)	32	263	32	813	358	147	253	53	289	63	116	21
RTOR Reduction (vph)	0	7	0	0	0	61	0	0	154	0	5	0
Lane Group Flow (vph)	32	288	0	813	358	86	152	154	135	63	132	0
Confl. Peds. (#/hr)						4						
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot			Prot		Perm	Split		Over	Split		
Protected Phases	5	2		1	6		8	8	1	7	7	
Permitted Phases						6						
Actuated Green, G (s)	5.2	20.4		55.9	70.6	70.6	16.6	16.6	55.9	13.6	13.6	
Effective Green, g (s)	5.2	20.4		55.9	70.6	70.6	16.6	16.6	55.9	13.6	13.6	
Actuated g/C Ratio	0.04	0.17		0.47	0.59	0.59	0.14	0.14	0.47	0.11	0.11	
Clearance Time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.0	3.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	74	575		1554	2023	878	226	230	716	195	200	
v/s Ratio Prot	0.02	c0.09		c0.24	0.10		c0.09	0.09	0.09	0.04	c0.07	
v/s Ratio Perm						0.06						
v/c Ratio	0.43	0.50		0.52	0.18	0.10	0.67	0.67	0.19	0.32	0.66	
Uniform Delay, d1	56.0	45.2		22.6	11.3	10.8	49.1	49.1	18.8	49.0	51.0	
Progression Factor	1.00	1.00		0.70	0.67	0.41	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.0	0.7		1.0	0.2	0.2	7.7	7.2	0.6	1.0	7.6	
Delay (s)	60.0	45.9		16.9	7.8	4.6	56.8	56.3	19.3	49.9	58.6	
Level of Service	E	D		B	A	A	E	E	B	D	E	
Approach Delay (s)		47.2			13.1			38.5			55.9	
Approach LOS		D			B			D			E	

Intersection Summary			
HCM Average Control Delay	27.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	58.7%	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												
Volume (vph)	47	140	120	480	400	349	130	572	190	37	274	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	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		0.97		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1504	1583	1328	1504	1583	1346		2883		1504	2970	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1504	1583	1328	1504	1583	1346		2883		1504	2970	
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)	49	147	126	505	421	367	137	602	200	39	288	27
RTOR Reduction (vph)	0	0	108	0	0	233	0	16	0	0	5	0
Lane Group Flow (vph)	49	147	18	505	421	134	0	923	0	39	310	0
Confl. Bikes (#/hr)			1						1			
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6			2						
Actuated Green, G (s)	5.5	18.5	18.5	34.2	47.2	47.2		34.2		18.8	18.8	
Effective Green, g (s)	5.5	18.5	18.5	34.2	47.2	47.2		34.2		18.8	18.8	
Actuated g/C Ratio	0.04	0.14	0.14	0.26	0.36	0.36		0.26		0.14	0.14	
Clearance Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
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)	64	226	189	397	576	490		760		218	431	
v/s Ratio Prot	0.03	0.09		c0.34	c0.27			c0.32		0.03	c0.10	
v/s Ratio Perm			0.01			0.10						
v/c Ratio	0.77	0.65	0.10	1.27	0.73	0.27		1.21		0.18	0.72	
Uniform Delay, d1	61.5	52.5	48.3	47.7	35.7	29.1		47.7		48.7	52.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	41.2	6.5	0.2	140.8	4.8	0.3		108.3		0.4	5.7	
Delay (s)	102.7	59.1	48.5	188.6	40.5	29.4		156.1		49.1	58.6	
Level of Service	F	E	D	F	D	C		F		D	E	
Approach Delay (s)		61.6			95.2			156.1			57.5	
Approach LOS		E			F			F			E	

Intersection Summary			
HCM Average Control Delay	106.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	129.7	Sum of lost time (s)	17.0
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

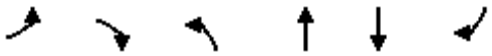


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	372	490	480	307	156	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	1845	1845	1546	1752	1520
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1752	1845	1845	1546	1752	1520
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	392	516	505	323	164	274
RTOR Reduction (vph)	0	0	0	84	0	233
Lane Group Flow (vph)	392	516	505	239	164	41
Confl. Peds. (#/hr)				2	2	5
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	17.0	65.9	43.9	43.9	13.6	13.6
Effective Green, g (s)	17.0	65.9	43.9	43.9	13.6	13.6
Actuated g/C Ratio	0.19	0.73	0.49	0.49	0.15	0.15
Clearance Time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	331	1351	900	754	265	230
v/s Ratio Prot	c0.22	0.28	c0.27		c0.09	
v/s Ratio Perm				0.15		0.03
v/c Ratio	1.18	0.38	0.56	0.32	0.62	0.18
Uniform Delay, d1	36.5	4.5	16.3	14.0	35.8	33.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	109.4	0.8	2.5	1.1	4.3	0.4
Delay (s)	145.9	5.3	18.8	15.1	40.0	33.7
Level of Service	F	A	B	B	D	C
Approach Delay (s)		66.0	17.3		36.1	
Approach LOS		E	B		D	

Intersection Summary			
HCM Average Control Delay	41.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	68.8%	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												
Volume (vph)	30	172	44	230	814	10	95	80	120	10	150	290
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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99		1.00	1.00	1.00
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	0.91		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)	1752	3505	1568	1752	3505	1568	1752	3164		1752	3505	1568
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)	1752	3505	1568	1752	3505	1568	1752	3164		1752	3505	1568
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)	32	181	46	242	857	11	100	84	126	11	158	305
RTOR Reduction (vph)	0	0	32	0	0	4	0	82	0	0	0	152
Lane Group Flow (vph)	32	181	14	242	857	7	100	128	0	11	158	153
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	3.6	32.3	32.3	19.6	48.3	48.3	7.9	36.3		0.8	29.2	29.2
Effective Green, g (s)	3.6	32.3	32.3	19.6	48.3	48.3	7.9	36.3		0.8	29.2	29.2
Actuated g/C Ratio	0.03	0.31	0.31	0.19	0.46	0.46	0.08	0.35		0.01	0.28	0.28
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)	60	1078	482	327	1612	721	132	1094		13	975	436
v/s Ratio Prot	0.02	0.05		c0.14	c0.24		c0.06	0.04		0.01	0.05	
v/s Ratio Perm			0.01			0.00						c0.10
v/c Ratio	0.53	0.17	0.03	0.74	0.53	0.01	0.76	0.12		0.85	0.16	0.35
Uniform Delay, d1	49.9	26.5	25.4	40.3	20.3	15.4	47.6	23.4		52.0	28.7	30.3
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	8.8	0.3	0.1	8.7	1.3	0.0	21.7	0.2		166.4	0.4	2.2
Delay (s)	58.7	26.9	25.5	49.0	21.5	15.4	69.3	23.6		218.5	29.0	32.5
Level of Service	E	C	C	D	C	B	E	C		F	C	C
Approach Delay (s)		30.6			27.5			38.4			35.7	
Approach LOS		C			C			D			D	

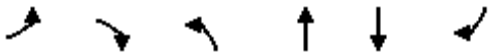
Intersection Summary			
HCM Average Control Delay	31.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	231	264	704	111	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2	243	278	741	117	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				931		
pX, platoon unblocked						
vC, conflicting volume	1043	58	117			
vC1, stage 1 conf vol	117					
vC2, stage 2 conf vol	926					
vCu, unblocked vol	1043	58	117			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)	6.0					
tF (s)	3.6	3.4	2.3			
p0 queue free %	99	75	81			
cM capacity (veh/h)	260	976	1427			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	2	243	278	371	371	78	39
Volume Left	2	0	278	0	0	0	0
Volume Right	0	243	0	0	0	0	0
cSH	260	976	1427	1700	1700	1700	1700
Volume to Capacity	0.01	0.25	0.19	0.22	0.22	0.05	0.02
Queue Length 95th (ft)	1	25	18	0	0	0	0
Control Delay (s)	19.0	9.9	8.1	0.0	0.0	0.0	0.0
Lane LOS	C	A	A				
Approach Delay (s)	10.0		2.2			0.0	
Approach LOS	A						

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	31.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	21	24	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	22	25	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	51	0	0			
vC1, stage 1 conf vol	0					
vC2, stage 2 conf vol	51					
vCu, unblocked vol	51	0	0			
tC, single (s)	7.0	7.1	4.3			
tC, 2 stage (s)	6.0					
tF (s)	3.6	3.4	2.3			
p0 queue free %	100	98	98			
cM capacity (veh/h)	911	1065	1579			

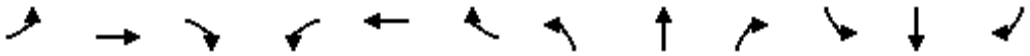
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	22	25	0	0	0	0
Volume Left	0	25	0	0	0	0
Volume Right	22	0	0	0	0	0
cSH	1065	1579	1700	1700	1700	1700
Volume to Capacity	0.02	0.02	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	2	1	0	0	0	0
Control Delay (s)	8.5	7.3	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	8.5	7.3			0.0	
Approach LOS	A					

Intersection Summary			
Average Delay	7.8		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	457	1370	190	260	660	303	150	554	220	483	504	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.96	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	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1522	3433	3539	1528	1770	3539	1552	3433	3539	1542
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)	3433	3539	1522	3433	3539	1528	1770	3539	1552	3433	3539	1542
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)	457	1370	190	260	660	303	150	554	220	483	504	257
RTOR Reduction (vph)	0	0	50	0	0	203	0	0	100	0	0	208
Lane Group Flow (vph)	457	1370	140	260	660	100	150	554	120	483	504	49
Confl. Peds. (#/hr)			19			17			6			11
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Actuated Green, G (s)	21.5	54.6	54.6	10.0	43.1	43.1	20.5	26.4	26.4	19.0	24.9	24.9
Effective Green, g (s)	21.5	54.6	54.6	10.0	43.1	43.1	20.5	26.4	26.4	19.0	24.9	24.9
Actuated g/C Ratio	0.17	0.42	0.42	0.08	0.33	0.33	0.16	0.20	0.20	0.15	0.19	0.19
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	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)	568	1486	639	264	1173	507	279	719	315	502	678	295
v/s Ratio Prot	c0.13	c0.39		0.08	0.19		0.08	c0.16		c0.14	0.14	
v/s Ratio Perm			0.09			0.07			0.08			0.03
v/c Ratio	0.80	0.92	0.22	0.98	0.56	0.20	0.54	0.77	0.38	0.96	0.74	0.17
Uniform Delay, d1	52.2	35.7	24.1	59.9	35.7	31.1	50.4	48.9	44.8	55.1	49.5	43.9
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	8.1	10.9	0.8	50.8	2.0	0.9	2.0	5.1	0.8	30.5	4.4	0.3
Delay (s)	60.3	46.6	24.9	110.7	37.7	32.0	52.4	54.0	45.5	85.7	54.0	44.2
Level of Service	E	D	C	F	D	C	D	D	D	F	D	D
Approach Delay (s)		47.7			51.8			51.7			64.2	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM Average Control Delay	53.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	92.8%	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												
Volume (vph)	531	0	500	0	0	0	0	764	570	148	764	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0					4.5	4.5	4.0	5.0	
Lane Util. Factor	0.95	0.95	1.00					0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00	1.00					1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1665	1665	1568					3505	1531	3400	3505	
Flt Permitted	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1665	1665	1568					3505	1531	3400	3505	
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)	531	0	500	0	0	0	0	764	570	148	764	0
RTOR Reduction (vph)	0	0	15	0	0	0	0	0	231	0	0	0
Lane Group Flow (vph)	265	266	485	0	0	0	0	764	339	148	764	0
Confl. Peds. (#/hr)									7			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split		custom						Perm	Prot		
Protected Phases	4	4	5					2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	25.1	25.1	70.0					71.3	71.3	10.1	36.0	
Effective Green, g (s)	25.1	25.1	70.0					71.3	71.3	10.1	36.0	
Actuated g/C Ratio	0.21	0.21	0.58					0.59	0.59	0.08	0.30	
Clearance Time (s)	5.0	5.0	4.0					4.5	4.5	4.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	348	348	915					2083	910	286	1052	
v/s Ratio Prot	0.16	c0.16	c0.20					0.22		0.04	c0.22	
v/s Ratio Perm			0.11						0.22			
v/c Ratio	0.76	0.76	0.53					0.37	0.37	0.52	0.73	
Uniform Delay, d1	44.6	44.7	15.1					12.6	12.7	52.6	37.6	
Progression Factor	1.00	1.00	1.00					1.00	1.00	1.07	0.85	
Incremental Delay, d2	9.5	9.6	0.6					0.5	1.2	1.5	4.1	
Delay (s)	54.1	54.3	15.7					13.1	13.9	57.8	36.0	
Level of Service	D	D	B					B	B	E	D	
Approach Delay (s)		35.5			0.0			13.4			39.5	
Approach LOS		D			A			B			D	

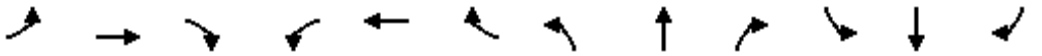
Intersection Summary			
HCM Average Control Delay	27.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	329	360	410	70	150	50	350	805	140	40	432	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.0	5.0	5.5	5.0	5.0	5.0	5.0		5.0	5.0	5.5
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	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	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		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)	3400	1845	1555	3400	1845	1548	3400	3427		1752	3505	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)	3400	1845	1555	3400	1845	1548	3400	3427		1752	3505	1553
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)	329	360	410	70	150	50	350	805	140	40	432	490
RTOR Reduction (vph)	0	0	129	0	0	39	0	9	0	0	0	244
Lane Group Flow (vph)	329	360	281	70	150	11	350	936	0	40	432	246
Confl. Peds. (#/hr)			2			1						1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		pm+ov	Prot		Perm	Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4			8						6
Actuated Green, G (s)	15.4	30.5	51.1	6.4	21.5	21.5	20.6	57.0		5.6	42.0	57.4
Effective Green, g (s)	15.4	30.5	51.1	6.4	21.5	21.5	20.6	57.0		5.6	42.0	57.4
Actuated g/C Ratio	0.13	0.25	0.43	0.05	0.18	0.18	0.17	0.48		0.05	0.35	0.48
Clearance Time (s)	5.5	5.0	5.0	5.5	5.0	5.0	5.0	5.0		5.0	5.0	5.5
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)	436	469	727	181	331	277	584	1628		82	1227	743
v/s Ratio Prot	c0.10	c0.20	0.07	0.02	0.08		c0.10	c0.27		0.02	0.12	0.04
v/s Ratio Perm			0.11			0.01						0.12
v/c Ratio	0.75	0.77	0.39	0.39	0.45	0.04	0.60	0.57		0.49	0.35	0.33
Uniform Delay, d1	50.5	41.5	23.7	54.9	44.0	40.7	45.9	22.7		55.8	28.9	19.4
Progression Factor	0.84	0.79	1.14	1.00	1.00	1.00	0.92	0.76		1.00	1.00	1.00
Incremental Delay, d2	6.7	6.8	0.3	1.4	1.0	0.1	4.1	1.4		4.5	0.2	0.3
Delay (s)	49.0	39.7	27.2	56.3	45.0	40.8	46.4	18.6		60.3	29.1	19.7
Level of Service	D	D	C	E	D	D	D	B		E	C	B
Approach Delay (s)		37.8			47.1			26.1			25.6	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	31.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

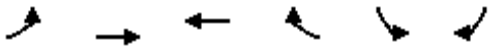
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	640	50	660	280	90	50	40	409	50	60	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.0	3.0	
Lane Util. Factor	1.00	0.95		0.97	0.95	1.00	0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1752	3467		3400	3505	1568	1665	1741	1568	1752	1775	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	
Satd. Flow (perm)	1752	3467		3400	3505	1568	1665	1741	1568	1752	1775	
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	640	50	660	280	90	50	40	409	50	60	20
RTOR Reduction (vph)	0	3	0	0	0	24	0	0	297	0	10	0
Lane Group Flow (vph)	10	687	0	660	280	66	44	46	112	50	70	0
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot			Prot		Perm	Split		Over	Split		
Protected Phases	5	2		1	6		8	8	1	7	7	
Permitted Phases						6						
Actuated Green, G (s)	1.5	60.2		29.9	88.1	88.1	7.5	7.5	29.9	8.9	8.9	
Effective Green, g (s)	1.5	60.2		29.9	88.1	88.1	7.5	7.5	29.9	8.9	8.9	
Actuated g/C Ratio	0.01	0.50		0.25	0.73	0.73	0.06	0.06	0.25	0.07	0.07	
Clearance Time (s)	3.5	4.0		3.0	4.0	4.0	3.5	3.5	3.0	3.0	3.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	22	1739		847	2573	1151	104	109	391	130	132	
v/s Ratio Prot	0.01	c0.20		c0.19	0.08		c0.03	0.03	0.07	0.03	c0.04	
v/s Ratio Perm						0.04						
v/c Ratio	0.45	0.39		0.78	0.11	0.06	0.42	0.42	0.29	0.38	0.53	
Uniform Delay, d1	58.8	18.6		42.0	4.6	4.4	54.2	54.2	36.4	52.9	53.5	
Progression Factor	1.00	1.00		0.67	0.82	0.86	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	14.2	0.1		4.1	0.1	0.1	2.8	2.6	0.4	1.9	3.8	
Delay (s)	73.0	18.7		32.1	3.9	3.9	56.9	56.8	36.8	54.8	57.3	
Level of Service	E	B		C	A	A	E	E	D	D	E	
Approach Delay (s)		19.5			22.0			40.4			56.4	
Approach LOS		B			C			D			E	

Intersection Summary			
HCM Average Control Delay	27.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



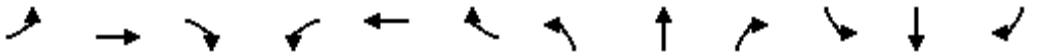
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	450	140	170	210	44	170	234	500	164	472	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Flpb, ped/bikes	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		0.92		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (prot)	1547	1629	1384	1547	1629	1384		2811		1547	3066	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99		0.95	1.00	
Satd. Flow (perm)	1547	1629	1384	1547	1629	1384		2811		1547	3066	
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)	15	450	140	170	210	44	170	234	500	164	472	25
RTOR Reduction (vph)	0	0	73	0	0	27	0	167	0	0	3	0
Lane Group Flow (vph)	15	450	67	170	210	17	0	737	0	164	494	0
Confl. Peds. (#/hr)												4
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Turn Type	Prot		Perm	Prot		Perm	Split			Split		
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases			6			2						
Actuated Green, G (s)	2.8	40.1	40.1	15.0	52.3	52.3		32.0		25.1	25.1	
Effective Green, g (s)	2.8	40.1	40.1	15.0	52.3	52.3		32.0		25.1	25.1	
Actuated g/C Ratio	0.02	0.29	0.29	0.11	0.38	0.38		0.23		0.18	0.18	
Clearance Time (s)	5.0	7.0	7.0	5.0	7.0	7.0		6.0		6.0	6.0	
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)	32	480	407	170	626	531		660		285	565	
v/s Ratio Prot	0.01	c0.28		c0.11	0.13			c0.26		0.11	c0.16	
v/s Ratio Perm			0.05			0.01						
v/c Ratio	0.47	0.94	0.17	1.00	0.34	0.03		1.12		0.58	0.87	
Uniform Delay, d1	66.0	46.8	35.6	60.6	29.7	26.2		52.1		50.7	54.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	10.5	26.0	0.2	69.0	0.3	0.0		71.8		2.8	14.0	
Delay (s)	76.4	72.8	35.8	129.6	30.0	26.2		123.9		53.5	68.0	
Level of Service	E	E	D	F	C	C		F		D	E	
Approach Delay (s)		64.3			69.5			123.9			64.4	
Approach LOS		E			E			F			E	

Intersection Summary			
HCM Average Control Delay	85.9	HCM Level of Service	F
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	136.2	Sum of lost time (s)	24.0
Intersection Capacity Utilization	103.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	209	870	560	245	365	309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	1881	1881	1577	1787	1545
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1787	1881	1881	1577	1787	1545
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	209	870	560	245	365	309
RTOR Reduction (vph)	0	0	0	35	0	235
Lane Group Flow (vph)	209	870	560	210	365	74
Confl. Peds. (#/hr)				1	6	4
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	21.4	99.6	73.2	73.2	34.9	34.9
Effective Green, g (s)	21.4	99.6	73.2	73.2	34.9	34.9
Actuated g/C Ratio	0.15	0.69	0.50	0.50	0.24	0.24
Clearance Time (s)	5.0	5.0	5.0	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	264	1292	950	796	430	372
v/s Ratio Prot	c0.12	c0.46	0.30		c0.20	
v/s Ratio Perm				0.13		0.05
v/c Ratio	0.79	0.67	0.59	0.26	0.85	0.20
Uniform Delay, d1	59.6	13.2	25.3	20.5	52.5	43.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.9	2.8	2.7	0.8	14.4	0.3
Delay (s)	74.5	16.0	28.0	21.3	67.0	44.2
Level of Service	E	B	C	C	E	D
Approach Delay (s)		27.4	26.0		56.5	
Approach LOS		C	C		E	

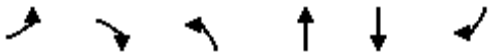
Intersection Summary			
HCM Average Control Delay	34.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	1330	173	90	280	20	63	320	140	10	120	70
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	3.0		4.0	3.0	3.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	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	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95		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)	1770	3539	1561	1770	3539	1559	1770	3362		1770	3539	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)	1770	3539	1561	1770	3539	1559	1770	3362		1770	3539	1553
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)	140	1330	173	90	280	20	63	320	140	10	120	70
RTOR Reduction (vph)	0	0	27	0	0	9	0	52	0	0	0	60
Lane Group Flow (vph)	140	1330	146	90	280	11	63	408	0	10	120	10
Confl. Peds. (#/hr)			2			3			3			6
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6						8
Actuated Green, G (s)	13.4	60.6	60.6	9.4	56.6	56.6	4.8	18.8		1.2	15.2	15.2
Effective Green, g (s)	13.4	60.6	60.6	9.4	56.6	56.6	4.8	18.8		1.2	15.2	15.2
Actuated g/C Ratio	0.13	0.58	0.58	0.09	0.54	0.54	0.05	0.18		0.01	0.14	0.14
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0		4.0	3.0	3.0
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)	226	2043	901	158	1908	840	81	602		20	512	225
v/s Ratio Prot	c0.08	c0.38		0.05	0.08		c0.04	c0.12		0.01	0.03	
v/s Ratio Perm			0.09			0.01						0.01
v/c Ratio	0.62	0.65	0.16	0.57	0.15	0.01	0.78	0.68		0.50	0.23	0.05
Uniform Delay, d1	43.4	15.0	10.4	45.9	12.1	11.2	49.6	40.3		51.6	39.7	38.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.0	1.6	0.4	4.7	0.2	0.0	36.4	3.0		18.3	0.2	0.1
Delay (s)	48.4	16.7	10.7	50.5	12.3	11.3	86.0	43.3		69.9	40.0	38.7
Level of Service	D	B	B	D	B	B	F	D		E	D	D
Approach Delay (s)		18.7			21.0			48.4			41.0	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM Average Control Delay	26.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

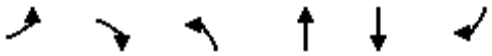
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	186	186	107	475	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	1	186	186	107	475	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				1001		
pX, platoon unblocked						
vC, conflicting volume	900	238	475			
vC1, stage 1 conf vol	475					
vC2, stage 2 conf vol	426					
vCu, unblocked vol	900	238	475			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	75	82			
cM capacity (veh/h)	425	755	1062			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	1	186	186	54	54	317	158
Volume Left	1	0	186	0	0	0	0
Volume Right	0	186	0	0	0	0	0
cSH	425	755	1062	1700	1700	1700	1700
Volume to Capacity	0.00	0.25	0.18	0.03	0.03	0.19	0.09
Queue Length 95th (ft)	0	24	16	0	0	0	0
Control Delay (s)	13.5	11.3	9.1	0.0	0.0	0.0	0.0
Lane LOS	B	B	A				
Approach Delay (s)	11.3		5.8			0.0	
Approach LOS	B						

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	17	17	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	17	17	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	34	0	0			
vC1, stage 1 conf vol	0					
vC2, stage 2 conf vol	34					
vCu, unblocked vol	34	0	0			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	99			
cM capacity (veh/h)	942	1075	1600			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	17	17	0	0	0	0
Volume Left	0	17	0	0	0	0
Volume Right	17	0	0	0	0	0
cSH	1075	1600	1700	1700	1700	1700
Volume to Capacity	0.02	0.01	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	1	1	0	0	0	0
Control Delay (s)	8.4	7.3	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	8.4	7.3			0.0	
Approach LOS	A					

Intersection Summary			
Average Delay	7.8		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

FEHR PEERS

MEMORANDUM

Date: May 1, 2012

To: Patrick Angell, PMC

From: Kathrin Tellez and Robert Paderna

Subject: ***Trip Generation for Mt. Diablo Resource Recovery Park - Revised***

WC11-2801

Fehr & Peers prepared a Transportation Impact Study (TIS) for the proposed expansion of the Mt. Diablo Resource Recovery Park (the "Project") in December 2011. Since the completion of that study, additional information has been provided related to the existing activity of the site which has resulted in a refinement to the Project's trip generation estimates. This memorandum presents the updated trip generation and evaluates its effect on the overall conclusions presented in the TIS.

PROJECT TRIP GENERATION

Trip generation estimates presented in the December 2011 study were based on a combination of manual turning movement counts at the driveways serving the site during the morning and evening peak periods and automatic traffic counting tubes places at the driveways. This data was collected in January 2011 and trip generation rates based on the actual tonnage and materials processed during the data collection period were developed and used as the basis for the transportation analysis in the TIS.

The Project Applicant recently provided data on each transaction that occurred during the data collection period, as well as a summary of annual activity by user group (i.e. self-haul private vehicles, collection trucks, and long haul trucks) which indicates that the automatic traffic counting tubes which were used to calculate the daily trip generation rate over counted the traffic generated by the site, likely due to an equipment malfunction or misclassification of vehicles due to the high percentage of large multi-axel vehicles. The data provided by the Project Applicant is summarized in **Attachment A**.

According to the quarterly summary data provided in Attachment A, tonnage rates fluctuate seasonally, with approximately 64,700 total tons processed during the first quarter of 2011 (lowest) and approximately 72,200 total tons processed during the second quarter (highest). Despite the fluctuation of approximately 7,500 total tons (or 11 percent) processed between quarters, the number of haul vehicle counts did not significantly change (within 5 percent).

The level of existing site activity is presented in **Table 1,** which correlates to actual transaction data, adjusted to account for employee trips to/from the site for daily trip generation and manual turning movement counts of site activity for peak hour trip generation. Peak hour activity

represents approximately 8 percent of daily activity. **Table 2** shows the level of activity in terms of tonnage processed at the existing site that correlates to the day of observed trips. Of the total traffic generated by the site, approximately 75 percent are private automobiles, and 25 percent are large trucks such as collection trucks and long haul trucks.

TABLE 1
EXISTING SITE TRIP GENERATION

Vehicle Type	Units[1]	Daily[2]	AM Peak Hour[3]			PM Peak Hour[3]		
			In	Out	Total	In	Out	Total
Car[4]	1.18	900	42	37	79	32	31	63
Collection Truck	1.18	180	9	8	17	6	6	12
Long Haul Truck	1.18	120	5	4	9	5	4	9
Total		1,200	56	49	105	43	41	84

Notes:
1. Unit = Thousand tons per day
2. Based on transactional information provided to Fehr & Peers by Garaventa Enterprises, 2012 and represents total trips, including inbound and outbound trips
3. Based on manual turning movement counts, January 2011
4. "Car" for the purposes of this assessment is defined as a private vehicle including employee, visitor, and self haul vehicles

TABLE 2
ACTUAL TONNAGE PROCESSED AT EXISTING SITE

Existing Facility	Tonnage Processed (TPD[1])
Mt. Diablo Recycling Facility (MDRF)	98
Recycling Center and Transfer Station (RCTS)	782
Green Material Processing Operations Area	51
Mixed Construction and Demolition Processing Area	250
Biomass Gasification Unit	*Does not exist under Existing Conditions*
Total	**1,181**

1. TPD = Tons Per Day

Source: Garaventa Enterprises, 2011

Based on the existing trip generation characteristics of the site, the tons processed, and ratio of cars versus truck traffic at the site, the following trip rates (listed by vehicle type) were calculated:

Daily: 762.07 car trips per 1,000 TPD
152.41 collection truck trips per 1,000 TPD
101.61 long haul truck trips per 1,000 TPD

AM Peak Hour: 66.89 car trips per 1,000 TPD (53% In / 47% Out)
14.39 collection truck trips per 1,000 TPD (53% In / 47 % Out)
7.62 long haul truck trips per 1,000 TPD (56% In / 44 % Out)

PM Peak Hour: 53.34 car trips per 1,000 TPD (51% In / 49% Out)
10.16 collection truck trips per 1,000 TPD (50% In / 50% Out)
7.62 long haul truck trips per 1,000 TPD (56% In / 44% Out)

For purposes of this analysis, cars are defined as private vehicles operated by employees, visitors, and patrons using the facility (self haul).

The trip generation for the Project was calculated using the observed trip rates for cars and trucks, as well as the maximum permitted capacity information of the expanded facility. **Table 3** presents the site trip generation of the existing facility and expanded site under maximum permitted operating conditions as well as the net new Project trips. Trip generation estimates are provided for both cars and trucks under daily, AM peak hour, and PM peak hour conditions. Daily trips reflect the number of trip ends, or one-way trips, generated by the site.

TABLE 3
PROJECT TRIP GENERATION UNDER MAXIMUM PERMITTED OPERATING CONDITIONS

Vehicle Type	Units[1]	Daily[2]	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Existing Operations								
Car	1.181	900	42	37	79	32	31	63
Collection Truck	1.181	180	9	8	17	6	6	12
Long Haul Truck	1.181	120	5	4	9	5	4	9
Total		1,200	56	49	105	43	41	84
Expanded Site Under Maximum Permitted Operating Conditions								
Car	5.54	4,220	197	174	371	150	145	295
Collection Truck	5.54	840	42	38	80	28	28	56
Long Haul Truck	5.54	560	23	19	42	23	19	42
Total		5,620	262	231	493	201	192	393
Net New Project Trips								
Car		3,320	155	137	292	118	114	232
Collection Truck		660	33	30	63	22	22	44
Long Haul Truck		440	18	15	33	18	15	33
Total		4,420	206	182	388	158	151	309

Notes:
1. Unit = Thousand tons per day
2. Represents total trips, including inbound and outbound trips
Source: Fehr & Peers, April 2012

Under maximum permitted operating conditions, the Project could increase the total number of vehicles on the roadway network by approximately 4,420 vehicles per day, including 390 vehicles during the AM peak hour and 310 vehicles during the PM peak hour.

The trip generation estimates conservatively assumes that the expanded facility would operate at maximum permitted levels every day, which in reality is likely to only occur a few days out of the year. Because the actual tonnage processed on the day the site driveway counts were collected was 1,181 TPD, which is approximately 45 percent of the 2,650 TPD maximum permitted capacity, a supplemental evaluation was performed to estimate trip generation during conditions which are more reflective of typical operations. It is expected that the site would typically operate at around 55 percent (3,050 TPD) of the maximum permitted level – the level of trip generation at that level of activity is presented in **Table 4**.

TABLE 4
PROJECT TRIP GENERATION UNDER TYPICAL OPERATING CONDITIONS

Vehicle Type	Units[1]	Daily[2]	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Existing Operations								
Car	1.18	900	42	37	79	32	31	63
Collection Truck	1.18	180	9	8	17	6	6	12
Long Haul Truck	1.18	120	5	4	9	5	4	9
Total		1,200	56	49	105	43	41	84
Expanded Site Under Typical Operating Conditions								
Car	3.05	2,320	108	96	204	83	80	163
Collection Truck	3.05	460	23	21	44	15	15	30
Long Haul Truck	3.05	310	13	10	23	13	10	23
Total		3,090	144	127	271	111	105	216
Net New Project Trips								
Car		1,420	66	59	125	51	49	100
Collection Truck		280	14	13	27	9	9	18
Long Haul Truck		190	8	6	14	8	6	14
Total		1,890	88	78	166	68	64	132

Notes:
1. Unit = Thousand tons per day
2. Represents total trips, including inbound and outbound trips
Source: Fehr & Peers, April 2012

Under expected typical operating conditions, the Project would increase the total number of vehicles on the roadway network by approximately 1,890 vehicles per day, including approximately 170 vehicles during the AM peak hour and 130 vehicles during the PM peak hour.

PASSENGER CAR EQUIVALENTS (PCE)

Trucks that currently serve the site operate differently on the roadway system than smaller passenger vehicles. They take longer to accelerate and decelerate, and physically consume a larger space. Due to the large percentage of truck traffic generated by the site, truck-trips were converted into passenger car equivalents (PCEs) to account for their impact on roadway operations. PCE rates are based on the size and carrying capacity of the vehicle. According to the Transportation Research Board's *Special Report 223,* heavy vehicles range from 1.5 to 3.7 PCEs. A PCE rate of 1.5 was applied to self haul vehicles, while collection and long haul trucks were applied PCE rates of 2.7 and 3.7, respectively.

The PCE rates were multiplied by the net new Project trips presented in Tables 3 and 4 for the corresponding vehicle type to determine the passenger-car-equivalent trip generation. **Table 5** presents the total Project PCE trips for both project scenarios.

TABLE 5
NET NEW PROJECT TRIP GENERATION USING PCE'S

Vehicle Type	PCE Rate[1]	Daily[2]	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Net New Project Trips Under Maximum Permitted Operating Conditions								
Employee/Visitor	1.0	430	25	0	25	1	63	64
Self Haul	1.5	4,340	195	206	401	176	77	253
Collection Truck	2.7	1,780	89	81	170	59	59	118
Long Haul Truck	3.7	1,630	67	56	123	67	56	123
Total Project PCE Trips		**8,180**	**376**	**343**	**719**	**303**	**255**	**558**
Net New Project Trips Under Typical Operating Conditions								
Employee/Visitor	1.0	380	20	0	20	1	40	41
Self Haul	1.5	1,560	69	89	158	75	14	89
Collection Truck	2.7	760	38	35	73	24	24	48
Long Haul Truck	3.7	700	30	22	52	30	22	52
Total Project PCE Trips		**3,400**	**157**	**146**	**303**	**130**	**100**	**230**

1. PCE = Passenger Car Equivalent
2. Represents total trips, including inbound and outbound trips

Source: Fehr & Peers, April 2012.

Under maximum permitted operating conditions, the Project is estimated to generate approximately 8,180 new daily PCE trips, with approximately 720 trips occurring during the AM peak hour and 560 trips occurring during the PM peak hour. Under typical operating conditions, the Project is estimated to generate approximately 3,400 new daily PCE trips, with approximately 300 trips occurring during the AM peak hour and 230 trips occurring during the PM peak hour.

CONCLUSIONS

Based on the revised trip generation, the Project is expected to contribute fewer daily and peak hour PCE trips to nearby roadways and intersections than previously presented in the TIS, reducing the severity of the transportation impacts previously identified. However, these impacts are still expected to occur. Therefore, the significant impacts disclosed in the TIS remain applicable and no additional mitigation measures have been identified.

Please contact us with questions or comments.

Attachments:

Attachment A – Transaction Data

Attachment A – Transaction Data

Contra Costa Waste Service, Inc.
Recycling Center & Transfer Station
1300 Loveridge Road
Pittsburg, Ca. 94565
Monitoring and Reporting Form

Quarter and Year of Report	1st	2011
Number of Operating Days	90	

Primary Disposal Site(s): Potrero Hills Landfill

INCOMING TONNAGE TO RCTS	**TOTAL AMOUNT**	**AVERAGE/DAY**
Commercial	11,638.54	129.32
Industrial	9,506.77	105.63
Residential Waste	14,454.12	160.60
Residential Green Waste	5,893.68	65.49
Public	22,374.21	248.60
Other	831.37	9.24
Totals	64,698.69	

RECOVERY TONNAGE	**PITTSBURG**	**RCTS TOTAL**
(a) Total Incoming	17,213.95	64,698.69
(b) Total Diversion	6,291.31	23,284.68
% of Diversion (b/a)	37%	36%
A.D.C.	2,950.88	11,222.53
Green Waste	1,719.48	6,673.51
Green Waste for other uses (mulch, ground cover, ect.)	0.00	0.00
Wood intended for Bio-Mass	1,709.63	5,724.98
Wood intended for other uses (mulch, ground cover, ect.)	0.00	0.00
Other (Metal,Cardboard,Concrete,Tires,Carpet/Foam Pad/CRT/TV's ECT)	341.30	1,294.33
Hazardous Waste	0.00	0.00

VEHICLE COUNT	
Refuse Trucks (Packers & Debris Box)	7,021
Transfer Trucks	4,141
Self Haul Vehicles (Public)	36,921
Totals	48,083

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Contra Costa Waste Service, Inc.
Recycling Center & Transfer Station
1300 Loveridge Road
Pittsburg, Ca. 94565
Monitoring and Reporting Form

Quarter and Year of Report	2nd	2011
Number of Operating Days	91	

Primary Disposal Site(s): Potrero Hills Landfill

INCOMING TONNAGE TO RCTS	**TOTAL AMOUNT**	**AVERAGE/DAY**
Commercial	11,557.62	127.01
Industrial	9,966.65	109.52
Residential Waste	15,380.07	169.01
Residential Green Waste	8,648.65	95.04
Public	25,945.94	285.12
Other	729.29	8.01
Totals	72,228.22	

RECOVERY TONNAGE	**PITTSBURG**	**RCTS TOTAL**
(a) Total Incoming	19,838.90	72,228.22
(b) Total Diversion	8,053.86	28,419.13
% of Diversion (b/a)	41%	39%
A.D.C.	3,140.56	12,097.63
Green Waste	2,710.84	9,884.51
Green Waste for other uses (mulch, ground cover, ect.)	0.00	0.00
Wood intended for Bio-Mass	1,854.08	5,161.10
Wood intended for other uses (mulch, ground cover, ect.)	0.00	0.00
Other (Metal,Cardboard,Concrete,Tires,Carpet/Foam Pad/CRT/TV's ECT)	348.39	1,275.89
Hazardous Waste	0.00	0.00

VEHICLE COUNT	
Refuse Trucks (Packers & Debris Box)	7,528
Transfer Trucks	5,368
Self Haul Vehicles (Public)	37,862
Totals	50,758

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Contra Costa Waste Service, Inc.
Recycling Center & Transfer Station
1300 Loveridge Road
Pittsburg, Ca. 94565
Monitoring and Reporting Form

Quarter and Year of Report	3rd	2011
Number of Operating Days	92	

Primary Disposal Site(s): Potrero Hills Landfill

INCOMING TONNAGE TO RCTS	**TOTAL AMOUNT**	**AVERAGE/DAY**
Commercial	11,163.11	121.34
Industrial	9,885.56	107.45
Residential Waste	15,690.86	170.55
Residential Green Waste	7,089.61	77.06
Public	25,756.25	279.96
Other	666.20	7.24
Totals	70,251.59	

RECOVERY TONNAGE	**PITTSBURG**	**RCTS TOTAL**
(a) Total Incoming	19,266.88	70,251.59
(b) Total Diversion	8,062.72	26,936.17
% of Diversion (b/a)	42%	38%
A.D.C.	2,879.03	11,579.45
Green Waste	2,553.94	8,686.14
Green Waste for other uses (mulch, ground cover, ect.)	0.00	0.00
Wood intended for Bio-Mass	2,198.31	5,069.49
Wood intended for other uses (mulch, ground cover, ect.)	0.00	0.00
Other (Metal,Cardboard,Concrete,Tires,Carpet/Foam Pad/CRT/TV's ECT)	431.44	1,601.09
Hazardous Waste	0.00	0.00

VEHICLE COUNT	
Refuse Trucks (Packers & Debris Box)	7,483
Transfer Trucks	5,544
Self Haul Vehicles (Public)	35,825
Totals	48,852

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Contra Costa Waste Service, Inc.
Recycling Center & Transfer Station
1300 Loveridge Road
Pittsburg, Ca. 94565
Monitoring and Reporting Form

Quarter and Year of Report	4th	2011
Number of Operating Days	92	

Primary Disposal Site(s): Potrero Hills Landfill

INCOMING TONNAGE TO RCTS	**TOTAL AMOUNT**	**AVERAGE/DAY**
Commercial	10,358.41	112.59
Industrial	10,132.49	110.14
Residential Waste	14,981.32	162.84
Residential Green Waste	7,164.49	77.87
Public	23,714.86	257.77
Other	773.08	8.40
Totals	67,124.65	

RECOVERY TONNAGE	**PITTSBURG**	**RCTS TOTAL**
(a) Total Incoming	19,117.20	67,124.65
(b) Total Diversion	7,922.81	25,449.76
% of Diversion (b/a)	41%	38%
A.D.C.	2,551.50	9,408.55
Green Waste	2,779.61	9,636.51
Green Waste for other uses (mulch, ground cover, ect.)	0.00	0.00
Wood intended for Bio-Mass	1,917.16	3,974.76
Wood intended for other uses (mulch, ground cover, ect.)	0.00	0.00
Other (Metal,Cardboard,Concrete,Tires,Carpet/Foam Pad/CRT/TV's ECT)	674.55	2,429.94
Hazardous Waste	0.00	0.00

VEHICLE COUNT	
Refuse Trucks (Packers & Debris Box)	7,572
Transfer Trucks	5,211
Self Haul Vehicles (Public)	34,764
Totals	47,547

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MATERIAL	TICKET	NetTN	QTY	AMT	CUST NAME	VEHL DESC	MAT DESC	DATE	TIME IN	TIME OUT	TYPE	IN/OUT
MT	892518	0.56	0.56	0	REPUBLIC (TRANSFER	REPUBLIC (ROLL OFF T	MSW-TON	1/27/2012	5:22:17 AM	5:22:17 AM	B	I
DBCP	892519	2.74	2.74	216.46	DELTA DEBRIS BOX SER	GV TRUCK 106	DEBRIS COMPACTOR	1/27/2012	5:33:54 AM	5:33:54 AM	I	I
COM	892521	6.66	6.66	526.14	COM WASTE-CONCORD DI	GV TRUCK 86	COMMERCIAL WASTE-INN	1/27/2012	5:38:54 AM	5:38:54 AM	I	I
MT	892524	6.78	6.78	0	REPUBLIC (TRANSFER	REPUBLIC (ROLL OFF T	MSW-TON	1/27/2012	5:46:27 AM	5:46:27 AM	B	I
DBCP	892525	5.54	5.54	437.66	DELTA DEBRIS BOX SER	GV TRUCK 106	DEBRIS COMPACTOR	1/27/2012	5:48:34 AM	5:48:34 AM	I	I
MT	892533	2.86	2.86	0	REPUBLIC (TRANSFER	REPUBLIC (ROLL OFF T	MSW-TON	1/27/2012	6:08:56 AM	6:18:11 AM	B	I
XMT	892533	0.00	1	18	REPUBLIC (TRANSFER	REPUBLIC (ROLL OFF T	MATTRE/BOX SPRG TWIN	1/27/2012	6:18:16 AM	6:18:16 AM	B	I
MT	892534	10.75	10.75	0	REPUBLIC (TRANSFER	REPUBLIC	MSW-TON	1/27/2012	6:17:41 AM	6:26:00 AM	B	I
COM	892535	6.50	6.5	513.5	COM WASTE-PITTSBURG	GV TRUCK 88	COMMERCIAL WASTE-INN	1/27/2012	6:32:06 AM	6:32:06 AM	I	I
MYM	892536	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	6:33:07 AM	6:33:07 AM	C	I
DBS4	892538	2.08	2.08	164.32	DELTA DEBRIS BOX SER	GV TRUCK 106	DEBRIS BOX 40 YD SOR	1/27/2012	6:44:10 AM	6:44:10 AM	I	I
MT	892540	0.22	0.22	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	6:35:41 AM	6:46:57 AM	C	I
MT	892542	1.45	1.45	114.55	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	6:46:21 AM	6:53:32 AM	C	I
MT	892543	0.29	0.29	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	6:42:25 AM	6:55:43 AM	C	I
CG	892545	0.64	0.64	47.36	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	CLEAN GREEN	1/27/2012	6:53:03 AM	6:58:56 AM	C	I
MT	892546	1.30	1.3	102.7	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	6:50:57 AM	7:00:31 AM	C	I
MT	892547	0.36	0.36	28.44	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	6:45:12 AM	7:02:02 AM	C	I
XMT	892547	0.00	1	18	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MATTRE/BOX SPRG TWIN	1/27/2012	7:03:05 AM	7:03:05 AM	C	I
MT	892548	14.39	14.39	0	REPUBLIC (TRANSFER	REPUBLIC 1236 (F.E.L	MSW-TON	1/27/2012	7:04:58 AM	7:04:58 AM	B	I
MT	892549	0.31	0.31	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	7:01:52 AM	7:09:53 AM	C	I
COM	892550	7.15	7.15	564.85	COM WASTE-CONCORD DI	GV TRUCK 82	COMMERCIAL WASTE-INN	1/27/2012	7:12:12 AM	7:12:12 AM	I	I
MYM	892551	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	7:14:17 AM	7:14:17 AM	C	I
MT	892552	1.78	1.78	0	REPUBLIC (TRANSFER	REPUBLIC (ROLL OFF T	MSW-TON	1/27/2012	7:04:21 AM	7:15:42 AM	B	I
MYM	892554	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	7:18:53 AM	7:18:53 AM	C	I
MT	892555	1.65	1.65	130.35	DAVE DUNN COMPANY	DAVE DUNN COMPANY	MSW-TON	1/27/2012	7:13:12 AM	7:20:00 AM	B	I
MT	892556	0.64	0.64	50.56	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	7:06:27 AM	7:20:09 AM	C	I
MT	892557	0.44	0.44	34.76	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	7:08:42 AM	7:22:39 AM	C	I
COM	892558	10.70	10.7	845.3	COM WASTE-CONCORD DI	GV TRUCK 83	COMMERCIAL WASTE-INN	1/27/2012	7:25:13 AM	7:25:13 AM	I	I
MT	892559	0.19	0.19	25	DYNASTY CONSTRUCTION	DYNASTY CONSTRUCTION	MSW-TON	1/27/2012	7:16:48 AM	7:26:52 AM	B	I
COM	892562	6.83	6.83	539.57	COM WASTE-OAKLEY DIS	GV TRUCK 81	COMMERCIAL WASTE-INN	1/27/2012	7:40:33 AM	7:40:33 AM	I	I
COM	892563	7.45	7.45	588.55	COM WASTE-PITTSBURG	GV TRUCK 87 (FEL)	COMMERCIAL WASTE-INN	1/27/2012	7:41:25 AM	7:41:25 AM	I	I
RO	892564	2.41	2.41	190.39	RES ORG-OAKLEY DISPO	GV TRUCK 75	RES ORGANIC WASTE-IN	1/27/2012	7:44:02 AM	7:44:02 AM	I	I
MYM	892565	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	7:44:18 AM	7:44:18 AM	C	I
MT	892566	0.41	0.41	32.39	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	7:37:39 AM	7:46:03 AM	C	I
MT	892567	0.93	0.93	73.47	CURB APPEAL LANDSCAP	CURB APPEAL LANDSCAP	MSW-TON	1/27/2012	7:33:39 AM	7:48:02 AM	B	I
XML	892567	0.00	3	75	CURB APPEAL LANDSCAP	CURB APPEAL LANDSCAP	MATTRE/BOX LARGER TH	1/27/2012	7:48:24 AM	7:48:24 AM	B	I
DBCW	892568	2.96	2.96	219.04	DELTA DEBRIS BOX SER	GV TRUCK 106	DEBRIS BOX CLEAN WOO	1/27/2012	7:48:49 AM	7:48:49 AM	I	I
RES	892569	7.77	7.77	613.83	RES WASTE-CONCORD DI	GV TRUCK 2	RESIDENTIAL WASTE-IN	1/27/2012	7:47:20 AM	7:47:20 AM	I	I
MT	892570	0.45	0.45	35.55	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	7:31:41 AM	7:50:35 AM	C	I
CG	892571	0.83	0.83	61.42	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	CLEAN GREEN	1/27/2012	7:39:25 AM	7:51:53 AM	C	I
COM	892572	9.83	9.83	776.57	COM WASTE-CONCORD DI	GV TRUCK 84	COMMERCIAL WASTE-INN	1/27/2012	7:52:51 AM	7:52:51 AM	I	I
MT	892573	0.23	0.23	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	7:43:25 AM	7:53:15 AM	C	I
RES	892574	8.98	8.98	709.42	RES WASTE-CONCORD DI	GV TRUCK 5	RESIDENTIAL WASTE-IN	1/27/2012	7:54:29 AM	7:54:29 AM	I	I
MT	892575	2.73	2.73	215.67	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	7:42:07 AM	7:55:03 AM	C	I
MT	892576	2.35	2.35	0	REPUBLIC (TRANSFER	REPUBLIC (ROLL OFF T	MSW-TON	1/27/2012	7:50:22 AM	7:56:43 AM	B	I
MY	892577	0.21	1	18	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	7:57:29 AM	7:57:29 AM	C	I
XMT	892577	0.00	1	18	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MATTRE/BOX SPRG TWIN	1/27/2012	7:57:32 AM	7:57:32 AM	C	I
MT	892578	0.35	0.35	27.65	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	7:45:41 AM	8:02:58 AM	C	I
CG	892579	0.38	0.38	28.12	CITY OF PITTSBURG-CO	CITY OF PITTSBURG	CLEAN GREEN	1/27/2012	7:24:31 AM	8:04:17 AM	B	I
MT	892580	0.98	0.98	77.42	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	7:59:37 AM	8:05:46 AM	C	I
MT	892581	0.64	0.64	50.56	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	7:38:24 AM	8:07:35 AM	C	I
RES	892582	8.62	8.62	680.98	RES WASTE-CONCORD DI	GV TRUCK 4	RESIDENTIAL WASTE-IN	1/27/2012	8:08:48 AM	8:08:48 AM	I	I
COM	892583	11.07	11.07	874.53	COM WASTE-CONCORD DI	GV TRUCK 82X	COMMERCIAL WASTE-INN	1/27/2012	8:09:21 AM	8:09:21 AM	I	I
CGM	892584	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	8:11:10 AM	8:11:10 AM	C	I
COM	892585	8.15	8.15	643.85	COM WASTE-CONCORD DI	GV TRUCK 86	COMMERCIAL WASTE-INN	1/27/2012	8:14:42 AM	8:14:42 AM	I	I
MT	892586	0.22	0.22	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	8:08:19 AM	8:14:53 AM	C	I

MATERIAL	TICKET	NetTN	QTY	AMT	CUST NAME	VEHL DESC	MAT DESC	DATE	TIME IN	TIME OUT	TYPE	IN/OUT
XML	892588	0.00	2	50	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MATTRE/BOX LARGER TH	1/27/2012	8:17:39 AM	8:17:39 AM	C	I
XMT	892588	0.00	1	18	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MATTRE/BOX SPRG TWIN	1/27/2012	8:17:42 AM	8:17:42 AM	C	I
COM	892589	8.94	8.94	706.26	COM WASTE-CONCORD DI	GV TRUCK 89	COMMERCIAL WASTE-INN	1/27/2012	8:18:26 AM	8:18:26 AM	I	I
CW	892590	12.73	12.73	674.69	SPECIALIZED INDUSTRI	SPECIALIZED INDUTRIA	CLEAN WOOD	1/27/2012	8:06:52 AM	8:20:43 AM	B	I
RES	892591	6.76	6.76	534.04	RES WASTE-CONCORD DI	GV TRUCK 7	RESIDENTIAL WASTE-IN	1/27/2012	8:21:49 AM	8:21:49 AM	I	I
DBADC	892592	4.65	4.65	462.68	DELTA DEBRIS BOX SER	GV TRUCK 97	DEBRIS BOX ADC C&D	1/27/2012	8:24:59 AM	8:24:59 AM	I	I
RO	892594	4.34	4.34	342.86	RES ORG-OAKLEY DISPO	GV TRUCK 130	RES ORGANIC WASTE-IN	1/27/2012	8:29:01 AM	8:29:01 AM	I	I
RO	892595	3.07	3.07	242.53	RES ORG-OAKLEY DISPO	GV TRUCK 39	RES ORGANIC WASTE-IN	1/27/2012	8:30:10 AM	8:30:10 AM	I	I
CG	892597	0.59	0.59	43.66	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	CLEAN GREEN	1/27/2012	7:59:13 AM	8:32:10 AM	C	I
RES	892598	10.00	10	790	RES WASTE-CONCORD DI	GV TRUCK 1	RESIDENTIAL WASTE-IN	1/27/2012	8:32:53 AM	8:32:53 AM	I	I
RES	892600	7.35	7.35	580.65	RES WASTE-CONCORD DI	GV TRUCK 6	RESIDENTIAL WASTE-IN	1/27/2012	8:34:16 AM	8:34:16 AM	I	I
MT	892602	0.67	0.67	52.93	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	8:06:46 AM	8:39:13 AM	C	I
MY	892603	0.37	1.75	31.5	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	8:41:07 AM	8:41:07 AM	C	I
CG	892604	0.50	0.5	37	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN T	CLEAN GREEN	1/27/2012	8:13:33 AM	8:41:44 AM	C	I
COM	892605	3.62	3.62	285.98	COM WASTE-PITTSBURG	GV TRUCK 88	COMMERCIAL WASTE-INN	1/27/2012	8:42:07 AM	8:42:07 AM	I	I
MYM	892606	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	8:43:27 AM	8:43:27 AM	C	I
MT	892607	0.65	0.65	51.35	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	7:59:50 AM	8:42:46 AM	C	I
MT	892609	0.57	0.57	45.03	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	8:19:39 AM	8:44:39 AM	C	I
MYM	892610	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	8:45:26 AM	8:45:26 AM	C	I
RES	892611	6.91	6.91	545.89	RES WASTE-CONCORD DI	GV TRUCK 8	RESIDENTIAL WASTE-IN	1/27/2012	8:46:54 AM	8:46:54 AM	I	I
MYM	892613	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	8:49:54 AM	8:49:54 AM	C	I
DBCP	892614	4.82	4.82	380.78	DELTA DEBRIS BOX SER	GV TRUCK 106	DEBRIS COMPACTOR	1/27/2012	8:52:11 AM	8:52:11 AM	I	I
MYM	892616	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	8:57:45 AM	8:57:45 AM	C	I
CW	892617	13.47	13.47	713.91	SPECIALIZED INDUSTRI	SPECIALIZED INDUTRIA	CLEAN WOOD	1/27/2012	8:48:12 AM	9:00:03 AM	B	I
MY	892618	0.42	2	36	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	9:00:29 AM	9:00:29 AM	C	I
MY	892619	0.31	1.5	27	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	9:00:31 AM	9:00:37 AM	C	I
MYM	892620	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	9:01:57 AM	9:01:57 AM	C	I
RO	892621	2.18	2.18	172.22	RES ORG-OAKLEY DISPO	GV TRUCK 27	RES ORGANIC WASTE-IN	1/27/2012	9:03:31 AM	9:03:31 AM	I	I
RES	892622	7.83	7.83	618.57	RES WASTE-PITTSBURG	GV TRUCK 41	RESIDENTIAL WASTE-IN	1/27/2012	9:04:36 AM	9:04:36 AM	I	I
MT	892623	1.06	1.06	83.74	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	8:52:47 AM	9:05:33 AM	C	I
MT	892624	0.60	0.6	47.4	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	8:54:57 AM	9:07:33 AM	C	I
DBADC	892625	4.44	4.44	441.78	DELTA DEBRIS BOX SER	GV TRUCK 97	DEBRIS BOX ADC C&D	1/27/2012	9:08:06 AM	9:08:06 AM	I	I
RES	892626	7.07	7.07	558.53	RES WASTE-DISCOVERY	GV TRUCK 61	RESIDENTIAL WASTE-IN	1/27/2012	9:09:00 AM	9:09:00 AM	I	I
RES	892627	7.26	7.26	573.54	RES WASTE-DISCOVERY	GV TRUCK 136	RESIDENTIAL WASTE-IN	1/27/2012	9:09:47 AM	9:09:47 AM	I	I
CG	892628	0.63	0.63	46.62	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN T	CLEAN GREEN	1/27/2012	8:31:52 AM	9:10:49 AM	C	I
MYM	892631	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	9:13:41 AM	9:13:41 AM	C	I
MT	892632	0.36	0.36	28.44	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	9:02:25 AM	9:14:59 AM	C	I
MYM	892633	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	9:16:21 AM	9:16:21 AM	C	I
XML	892634	0.00	4	100	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MATTRE/BOX LARGER TH	1/27/2012	8:58:34 AM	8:58:34 AM	C	I
MT	892634	1.26	1.26	99.54	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	8:58:40 AM	9:18:15 AM	C	I
CGM	892636	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	9:22:48 AM	9:22:48 AM	C	I
RO	892637	4.57	4.57	361.03	RES ORG-OAKLEY DISPO	GV TRUCK 38	RES ORGANIC WASTE-IN	1/27/2012	9:24:11 AM	9:24:11 AM	I	I
RES	892638	7.75	7.75	612.25	RES WASTE-PITTSBURG	GV TRUCK 43	RESIDENTIAL WASTE-IN	1/27/2012	9:24:16 AM	9:24:16 AM	I	I
MT	892639	4.39	4.39	0	REPUBLIC (TRANSFER	REPUBLIC (ROLL OFF T	MSW-TON	1/27/2012	9:05:17 AM	9:24:24 AM	B	I
DBCP	892640	6.12	6.12	483.48	DELTA DEBRIS BOX SER	GV TRUCK 113	DEBRIS COMPACTOR	1/27/2012	9:25:35 AM	9:25:35 AM	I	I
RES	892641	5.97	5.97	471.63	RES WASTE-OAKLEY DIS	GV TRUCK 31	RESIDENTIAL WASTE-IN	1/27/2012	9:27:18 AM	9:27:18 AM	I	I
MYM	892642	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	9:28:08 AM	9:28:08 AM	C	I
RO	892643	9.90	9.9	782.1	RES ORG-CONCORD DISP	GV TRUCK 16	RES ORGANIC WASTE-IN	1/27/2012	9:28:55 AM	9:28:55 AM	I	I
COM	892644	7.26	7.26	573.54	COM WASTE-PITTSBURG	GV TRUCK 87 (FEL)	COMMERCIAL WASTE-INN	1/27/2012	9:30:52 AM	9:30:52 AM	I	I
RES	892646	7.01	7.01	553.79	RES WASTE-OAKLEY DIS	GV TRUCK 33	RESIDENTIAL WASTE-IN	1/27/2012	9:34:07 AM	9:34:07 AM	I	I
MYM	892648	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	9:37:30 AM	9:37:30 AM	C	I
CW	892649	17.44	17.44	924.32	SPECIALIZED INDUSTRI	SPECIALIZED INDUTRIA	CLEAN WOOD	1/27/2012	9:29:32 AM	9:38:41 AM	B	I
CWM	892651	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN WOOD MI	CLEAN WOOD MINIMUM	1/27/2012	9:41:37 AM	9:41:37 AM	C	I
MT	892654	0.70	0.7	55.3	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	9:36:09 AM	9:44:28 AM	C	I
MT	892655	1.03	1.03	81.37	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	9:37:43 AM	9:45:48 AM	C	I
DBCP	892656	2.21	2.21	174.59	DELTA DEBRIS BOX SER	GV TRUCK 109	DEBRIS COMPACTOR	1/27/2012	9:49:19 AM	9:49:19 AM	I	I

MATERIAL	TICKET	NetTN	QTY	AMT	CUST NAME	VEHL DESC	MAT DESC	DATE	TIME IN	TIME OUT	TYPE	IN/OUT
MT	892657	0.87	0.87	68.73	HOSPICE SHOPPE	HOSPICE SHOPPE	MSW-TON	1/27/2012	9:40:50 AM	9:51:35 AM	B	I
MYM	892658	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	9:52:02 AM	9:52:02 AM	C	I
DBS2	892660	1.85	1.85	146.15	DELTA DEBRIS BOX SER	GV TRUCK 114	DEBRIS BOX 20 YD SOR	1/27/2012	9:53:00 AM	9:53:00 AM	I	I
RES	892661	9.18	9.18	725.22	RES WASTE-PITTSBURG	GV TRUCK 34	RESIDENTIAL WASTE-IN	1/27/2012	9:55:28 AM	9:55:28 AM	I	I
CG	892662	1.15	1.15	85.1	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	CLEAN GREEN	1/27/2012	9:43:00 AM	9:58:51 AM	C	I
RES	892663	6.54	6.54	516.66	RES WASTE-OAKLEY DIS	GV TRUCK 42	RESIDENTIAL WASTE-IN	1/27/2012	10:00:44 AM	10:00:44 AM	I	I
MT	892664	0.52	0.52	41.08	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	9:36:41 AM	9:59:59 AM	C	I
MYM	892665	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	10:02:20 AM	10:02:20 AM	C	I
MT	892667	0.34	0.34	26.86	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	9:58:08 AM	10:10:43 AM	C	I
MT	892668	0.66	0.66	52.14	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	10:01:51 AM	10:14:09 AM	C	I
MYM	892669	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	10:15:57 AM	10:15:57 AM	C	I
MY	892670	0.31	1.5	27	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	10:16:48 AM	10:16:55 AM	C	I
CW	892671	11.54	11.54	611.62	SPECIALIZED INDUSTRI	SPECIALIZED INDUTRIA	CLEAN WOOD	1/27/2012	10:08:19 AM	10:17:07 AM	B	I
CGM	892672	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	10:18:28 AM	10:18:28 AM	C	I
MT	892673	0.34	0.34	26.86	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	10:12:38 AM	10:19:24 AM	C	I
MYM	892674	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	10:22:17 AM	10:22:17 AM	C	I
MT	892675	0.52	0.52	41.08	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	10:19:02 AM	10:25:25 AM	C	I
MT	892676	0.51	0.51	40.29	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	10:05:21 AM	10:27:52 AM	C	I
COM	892677	5.87	5.87	463.73	COM WASTE-CONCORD DI	GV TRUCK 86	COMMERCIAL WASTE-INN	1/27/2012	10:29:53 AM	10:29:53 AM	I	I
MYM	892678	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	10:30:10 AM	10:30:10 AM	C	I
RES	892680	7.66	7.66	605.14	RES WASTE-WEST PITTS	GV TRUCK 35	RESIDENTIAL WASTE-IN	1/27/2012	10:39:25 AM	10:39:25 AM	I	I
MT	892681	13.29	13.29	0	REPUBLIC (TRANSFER	REPUBLIC 2216 (RES-F	MSW-TON	1/27/2012	10:40:27 AM	10:40:27 AM	B	I
DBS2	892682	7.71	7.71	609.09	DELTA DEBRIS BOX SER	GV TRUCK 110	DEBRIS BOX 20 YD SOR	1/27/2012	10:41:40 AM	10:41:40 AM	I	I
DBCP	892684	5.53	5.53	436.87	DELTA DEBRIS BOX SER	GV TRUCK 109	DEBRIS COMPACTOR	1/27/2012	10:42:18 AM	10:42:18 AM	I	I
MYM	892685	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	10:42:23 AM	10:42:23 AM	C	I
COM	892686	9.97	9.97	787.63	COM WASTE-CONCORD DI	GV TRUCK 82	COMMERCIAL WASTE-INN	1/27/2012	10:43:36 AM	10:43:36 AM	I	I
MY	892688	0.31	1.5	27	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	10:45:17 AM	10:45:17 AM	C	I
CW	892689	0.32	0.32	25	PUBLIC CUSTOMER	PUBLIC CLEAN WOOD TO	CLEAN WOOD	1/27/2012	10:36:35 AM	10:49:43 AM	C	I
MYM	892690	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	10:51:42 AM	10:51:42 AM	C	I
MT	892691	0.43	0.43	33.97	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	10:42:45 AM	10:53:51 AM	C	I
RO	892692	7.75	7.75	612.25	RES ORG-CONCORD DISP	GV TRUCK 19	RES ORGANIC WASTE-IN	1/27/2012	10:56:08 AM	10:56:08 AM	I	I
MT	892694	1.16	1.16	91.64	CROWDER CONSTRUCTION	CROWDER CONSTRUCTION	MSW-TON	1/27/2012	10:49:06 AM	10:59:51 AM	B	I
RES	892695	8.02	8.02	633.58	RES WASTE-WEST PITTS	GV TRUCK 40	RESIDENTIAL WASTE-IN	1/27/2012	11:01:02 AM	11:01:02 AM	I	I
MT	892696	1.32	1.32	104.28	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	10:51:08 AM	11:01:04 AM	C	I
XAC	892696	0.00	1	42	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	AIR CONDITIONER	1/27/2012	11:01:08 AM	11:01:08 AM	C	I
MYM	892697	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	11:01:44 AM	11:01:44 AM	C	I
MYM	892698	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	11:02:36 AM	11:02:36 AM	C	I
MT	892699	1.68	1.68	132.72	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	10:50:34 AM	11:02:24 AM	C	I
MT	892700	0.52	0.52	41.08	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	10:46:04 AM	11:05:45 AM	C	I
COM	892701	10.16	10.16	802.64	COM WASTE-CONCORD DI	GV TRUCK 83	COMMERCIAL WASTE-INN	1/27/2012	11:07:55 AM	11:07:55 AM	I	I
MT	892702	0.81	0.81	63.99	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	10:55:24 AM	11:07:43 AM	C	I
MT	892703	0.37	0.37	29.23	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	10:50:05 AM	11:10:19 AM	C	I
DBS2	892704	2.35	2.35	185.65	DELTA DEBRIS BOX SER	GV TRUCK 114	DEBRIS BOX 20 YD SOR	1/27/2012	11:12:09 AM	11:12:09 AM	I	I
CGM	892705	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	11:14:29 AM	11:14:29 AM	C	I
MT	892706	0.33	0.33	26.07	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	11:02:12 AM	11:15:04 AM	C	I
RO	892707	3.28	3.28	259.12	RES ORG-PITTSBURG DI	GV TRUCK 130	RES ORGANIC WASTE-IN	1/27/2012	11:17:26 AM	11:17:26 AM	I	I
MT	892708	0.54	0.54	42.66	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	11:07:22 AM	11:17:37 AM	C	I
MT	892709	1.33	1.33	0	REPUBLIC (TRANSFER	REPUBLIC (ROLL OFF T	MSW-TON	1/27/2012	11:12:52 AM	11:21:19 AM	B	I
XMT	892709	0.00	1	18	REPUBLIC (TRANSFER	REPUBLIC (ROLL OFF T	MATTRE/BOX SPRG TWIN	1/27/2012	11:21:21 AM	11:21:21 AM	B	I
MY	892710	0.52	2.5	45	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	11:22:02 AM	11:22:02 AM	C	I
MYM	892711	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	11:24:11 AM	11:24:11 AM	C	I
COM	892712	8.85	8.85	699.15	COM WASTE-CONCORD DI	GV TRUCK 84	COMMERCIAL WASTE-INN	1/27/2012	11:24:11 AM	11:24:11 AM	I	I
CG	892713	0.68	0.68	50.32	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	CLEAN GREEN	1/27/2012	11:14:13 AM	11:24:24 AM	C	I
DBCP	892714	3.93	3.93	310.47	DELTA DEBRIS BOX SER	GV TRUCK 109	DEBRIS COMPACTOR	1/27/2012	11:27:24 AM	11:27:24 AM	I	I
COM	892715	5.18	5.18	409.22	COM WASTE-PITTSBURG	GV TRUCK 88	COMMERCIAL WASTE-INN	1/27/2012	11:27:41 AM	11:27:41 AM	I	I
MYM	892716	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	11:30:14 AM	11:30:14 AM	C	I

MATERIAL	TICKET	NetTN	QTY	AMT	CUST NAME	VEHL DESC	MAT DESC	DATE	TIME IN	TIME OUT	TYPE	IN/OUT
COM	892717	3.65	3.65	288.35	COM WASTE-PITTSBURG	GV TRUCK 87 (FEL)	COMMERCIAL WASTE-INN	1/27/2012	11:32:33 AM	11:32:33 AM	I	I
MT	892718	0.70	0.7	55.3	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	11:11:14 AM	11:33:03 AM	C	I
COM	892719	6.19	6.19	489.01	COM WASTE-CONCORD DI	GV TRUCK 82X	COMMERCIAL WASTE-INN	1/27/2012	11:34:43 AM	11:34:43 AM	I	I
MT	892720	0.26	0.26	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	11:26:53 AM	11:34:52 AM	C	I
RES	892721	5.76	5.76	455.04	RES WASTE-CONCORD DI	GV TRUCK 5	RESIDENTIAL WASTE-IN	1/27/2012	11:37:10 AM	11:37:10 AM	I	I
MT	892722	0.48	0.48	37.92	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	11:22:36 AM	11:38:31 AM	C	I
RO	892723	10.80	10.8	853.2	RES ORG-CONCORD DISP	GV TRUCK 18	RES ORGANIC WASTE-IN	1/27/2012	11:39:28 AM	11:39:28 AM	I	I
RES	892724	5.65	5.65	446.35	RES WASTE-CONCORD DI	GV TRUCK 1	RESIDENTIAL WASTE-IN	1/27/2012	11:39:32 AM	11:39:32 AM	I	I
RES	892725	8.69	8.69	686.51	RES WASTE-CONCORD DI	GV TRUCK 3	RESIDENTIAL WASTE-IN	1/27/2012	11:40:22 AM	11:40:22 AM	I	I
RO	892726	1.69	1.69	133.51	RES ORG-PITTSBURG DI	GV TRUCK 75	RES ORGANIC WASTE-IN	1/27/2012	11:40:41 AM	11:40:41 AM	I	I
CGM	892727	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	11:42:28 AM	11:42:28 AM	C	I
MY	892729	0.31	1.5	27	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	11:45:27 AM	11:45:27 AM	C	I
MYM	892730	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	11:45:31 AM	11:45:31 AM	C	I
MT	892731	0.96	0.96	75.84	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	11:36:33 AM	11:45:38 AM	C	I
RO	892732	9.10	9.1	718.9	RES ORG-CONCORD DISP	GV TRUCK 17	RES ORGANIC WASTE-IN	1/27/2012	11:46:21 AM	11:46:21 AM	I	I
MT	892733	0.85	0.85	67.15	ZOO CREW CONSTRUCTIO	ZOO CREW CONSTRUCTIO	MSW-TON	1/27/2012	11:49:28 AM	11:49:28 AM	B	I
RO	892734	10.47	10.47	827.13	RES ORG-CONCORD DISP	GV TRUCK 15	RES ORGANIC WASTE-IN	1/27/2012	11:51:33 AM	11:51:33 AM	I	I
MT	892735	0.28	0.28	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	11:40:49 AM	11:51:19 AM	C	I
MYM	892736	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	11:52:40 AM	11:52:40 AM	C	I
CGM	892738	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	11:55:22 AM	11:55:22 AM	C	I
CGM	892739	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	11:57:37 AM	11:57:37 AM	C	I
DBS2	892740	1.45	1.45	114.55	DELTA DEBRIS BOX SER	GV TRUCK 113	DEBRIS BOX 20 YD SOR	1/27/2012	11:58:23 AM	11:58:23 AM	I	I
DBS2	892742	7.83	7.83	618.57	DELTA DEBRIS BOX SER	GV TRUCK 110	DEBRIS BOX 20 YD SOR	1/27/2012	11:59:39 AM	11:59:39 AM	I	I
MYM	892743	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	12:00:23 PM	12:00:23 PM	C	I
MYM	892744	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	12:01:31 PM	12:01:31 PM	C	I
COM	892746	7.85	7.85	620.15	COM WASTE-OAKLEY DIS	GV TRUCK 81	COMMERCIAL WASTE-INN	1/27/2012	12:02:50 PM	12:02:50 PM	I	I
MT	892747	0.81	0.81	63.99	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	11:50:22 AM	12:02:42 PM	C	I
MT	892749	0.38	0.38	30.02	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	11:52:09 AM	12:08:24 PM	C	I
MT	892751	0.43	0.43	33.97	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	11:52:56 AM	12:11:52 PM	C	I
XTV	892752	0.00	1	30	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	TELEVISION	1/27/2012	12:11:20 PM	12:11:20 PM	C	I
XMT	892752	0.00	2	36	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MATTRE/BOX SPRG TWIN	1/27/2012	12:11:50 PM	12:11:50 PM	C	I
MYM	892753	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	12:12:40 PM	12:12:40 PM	C	I
MYM	892754	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	12:13:28 PM	12:13:28 PM	C	I
RO	892755	1.02	1.02	80.58	RES ORG-PITTSBURG DI	GV TRUCK 38	RES ORGANIC WASTE-IN	1/27/2012	12:13:26 PM	12:13:26 PM	I	I
MYM	892756	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	12:14:24 PM	12:14:24 PM	C	I
COM	892757	6.01	6.01	474.79	COM WASTE-CONCORD DI	GV TRUCK 10	COMMERCIAL WASTE-INN	1/27/2012	12:15:55 PM	12:15:55 PM	I	I
COM	892759	7.15	7.15	564.85	COM WASTE-CONCORD DI	GV TRUCK 80	COMMERCIAL WASTE-INN	1/27/2012	12:16:47 PM	12:16:47 PM	I	I
MT	892760	0.54	0.54	42.66	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	12:03:37 PM	12:17:10 PM	C	I
RES	892761	5.55	5.55	438.45	RES WASTE-CONCORD DI	GV TRUCK 6	RESIDENTIAL WASTE-IN	1/27/2012	12:17:56 PM	12:17:56 PM	I	I
DBADC	892762	6.40	6.4	636.8	DELTA DEBRIS BOX SER	GV TRUCK 109	DEBRIS BOX ADC C&D	1/27/2012	12:19:03 PM	12:19:03 PM	I	I
MT	892763	0.86	0.86	67.94	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	12:06:04 PM	12:19:12 PM	C	I
MYM	892764	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	12:20:40 PM	12:20:40 PM	C	I
RES	892765	10.39	10.39	820.81	RES WASTE-CONCORD DI	GV TRUCK 9	RESIDENTIAL WASTE-IN	1/27/2012	12:28:02 PM	12:28:02 PM	I	I
RES	892766	6.56	6.56	518.24	RES WASTE-BRENTWOOD	GV TRUCK 51	RESIDENTIAL WASTE-IN	1/27/2012	12:28:54 PM	12:28:54 PM	I	I
RES	892767	7.77	7.77	613.83	RES WASTE-CONCORD DI	GV TRUCK 2	RESIDENTIAL WASTE-IN	1/27/2012	12:33:39 PM	12:33:39 PM	I	I
CD	892768	1.59	1.59	158.21	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	C&D-CONSTRUCTION & D	1/27/2012	12:23:17 PM	12:36:12 PM	C	I
DBADC	892769	2.16	2.16	214.92	DELTA DEBRIS BOX SER	GV TRUCK 114	DEBRIS BOX ADC C&D	1/27/2012	12:37:24 PM	12:37:24 PM	I	I
MT	892771	0.54	0.54	42.66	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	12:17:26 PM	12:39:52 PM	C	I
MT	892772	0.96	0.96	75.84	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	12:15:29 PM	12:42:30 PM	C	I
COM	892773	10.80	10.8	853.2	COM WASTE-CONCORD DI	GV TRUCK 23	COMMERCIAL WASTE-INN	1/27/2012	12:43:41 PM	12:43:41 PM	I	I
MYM	892776	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	12:45:40 PM	12:45:40 PM	C	I
MYM	892777	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	12:46:01 PM	12:46:01 PM	C	I
MYM	892778	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	12:47:12 PM	12:47:12 PM	C	I
MT	892779	0.22	0.22	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	12:35:16 PM	12:47:29 PM	C	I
MT	892780	0.44	0.44	34.76	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	12:37:50 PM	12:49:05 PM	C	I
MT	892781	0.65	0.65	51.35	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	12:12:37 PM	12:49:58 PM	C	I

MATERIAL	TICKET	NetTN	QTY	AMT	CUST NAME	VEHL DESC	MAT DESC	DATE	TIME IN	TIME OUT	TYPE	IN/OUT
MYM	892782	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	12:50:59 PM	12:50:59 PM	C	I
MT	892783	0.68	0.68	53.72	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	12:40:23 PM	12:51:53 PM	C	I
MYM	892784	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	12:53:02 PM	12:53:02 PM	C	I
MT	892785	0.29	0.29	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	12:46:19 PM	12:54:20 PM	C	I
MYM	892786	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	12:57:23 PM	12:57:23 PM	C	I
MT	892787	0.59	0.59	46.61	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	12:47:18 PM	12:57:03 PM	C	I
MT	892788	0.27	0.27	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	12:48:15 PM	12:58:12 PM	C	I
MYM	892789	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	12:59:50 PM	12:59:50 PM	C	I
MT	892790	0.29	0.29	25	KARES CONSTRUCTON	KARES CONSTRUCTION	MSW-TON	1/27/2012	12:51:38 PM	1:01:58 PM	B	I
MYM	892791	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	1:01:39 PM	1:01:39 PM	C	I
DBADC	892792	6.54	6.54	650.73	DELTA DEBRIS BOX SER	GV TRUCK 109	DEBRIS BOX ADC C&D	1/27/2012	1:03:10 PM	1:03:10 PM	I	I
MY	892793	0.52	2.5	45	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	1:04:00 PM	1:04:00 PM	C	I
MT	892794	0.19	0.19	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	12:54:56 PM	1:03:58 PM	C	I
MT	892795	0.47	0.47	37.13	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	12:42:03 PM	1:06:12 PM	C	I
CG	892796	0.91	0.91	67.34	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN T	CLEAN GREEN	1/27/2012	12:48:53 PM	1:07:26 PM	C	I
RES	892799	8.28	8.28	654.12	RES WASTE-OAKLEY DIS	GV TRUCK 41	RESIDENTIAL WASTE-IN	1/27/2012	1:13:00 PM	1:13:00 PM	I	I
DBCP	892800	10.85	10.85	857.15	DELTA DEBRIS BOX SER	GV TRUCK 113	DEBRIS COMPACTOR	1/27/2012	1:14:27 PM	1:14:27 PM	I	I
MT	892801	0.75	0.75	59.25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	12:58:21 PM	1:15:05 PM	C	I
DBS2	892802	3.21	3.21	253.59	DELTA DEBRIS BOX SER	GV TRUCK 110	DEBRIS BOX 20 YD SOR	1/27/2012	1:15:58 PM	1:15:58 PM	I	I
MT	892803	0.51	0.51	40.29	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:01:35 PM	1:17:49 PM	C	I
MT	892804	0.13	0.13	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:09:46 PM	1:19:42 PM	C	I
MYM	892805	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	1:21:10 PM	1:21:10 PM	C	I
MT	892806	1.87	1.87	147.73	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:08:01 PM	1:20:39 PM	C	I
MT	892807	0.44	0.44	34.76	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:14:48 PM	1:22:39 PM	C	I
MT	892808	2.28	2.28	180.12	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:09:24 PM	1:23:49 PM	C	I
MT	892809	3.30	3.3	260.7	MT. DIABLO RECYCLING	MT. DIABLO RECYCLING	MSW-TON	1/27/2012	1:17:29 PM	1:25:44 PM	B	I
DBCP	892810	11.44	11.44	903.76	DELTA DEBRIS BOX SER	GV TRUCK 109	DEBRIS COMPACTOR	1/27/2012	1:28:27 PM	1:28:27 PM	I	I
MT	892811	0.60	0.6	47.4	DENHAM CONTRACTING	DENHAM CONTRACTING	MSW-TON	1/27/2012	1:24:22 PM	1:30:24 PM	B	I
MYM	892812	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	1:30:35 PM	1:30:35 PM	C	I
MYM	892813	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	1:32:35 PM	1:32:35 PM	C	I
MYM	892814	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	1:33:12 PM	1:33:12 PM	C	I
MT	892815	0.83	0.83	65.57	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:19:57 PM	1:33:14 PM	C	I
XML	892815	0.00	1	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MATTRE/BOX LARGER TH	1/27/2012	1:33:16 PM	1:33:24 PM	C	I
MT	892816	0.54	0.54	42.66	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	12:50:26 PM	1:34:41 PM	C	I
MYM	892817	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	1:36:23 PM	1:36:23 PM	C	I
CGM	892818	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	1:36:57 PM	1:36:57 PM	C	I
MT	892819	0.59	0.59	46.61	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:22:36 PM	1:37:55 PM	C	I
MYM	892820	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	1:39:18 PM	1:39:18 PM	C	I
XMT	892820	0.00	2	36	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MATTRE/BOX SPRG TWIN	1/27/2012	1:39:21 PM	1:39:21 PM	C	I
DBS2	892821	0.45	0.45	35.55	DELTA DEBRIS BOX SER	GV TRUCK 97	DEBRIS BOX 20 YD SOR	1/27/2012	1:40:11 PM	1:40:11 PM	I	I
CW	892822	0.47	0.47	34.78	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	CLEAN WOOD	1/27/2012	1:29:24 PM	1:40:29 PM	C	I
MT	892823	0.28	0.28	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:32:20 PM	1:43:05 PM	C	I
MY	892824	0.52	2.5	45	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	1:43:50 PM	1:43:50 PM	C	I
MT	892825	0.41	0.41	32.39	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:21:49 PM	1:44:17 PM	C	I
MTBALES	892826	2.46	2.46	194.34	MT. DIABLO RECYCLING	GV(MDR) FORK LIFT 35	MSW-TON BALES	1/27/2012	1:45:26 PM	1:45:26 PM	B	I
MYM	892827	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	1:47:44 PM	1:47:44 PM	C	I
MT	892828	0.10	0.1	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:35:32 PM	1:48:11 PM	C	I
MYM	892829	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	1:50:07 PM	1:50:07 PM	C	I
MYM	892830	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	1:50:14 PM	1:50:14 PM	C	I
CW	892831	0.85	0.85	62.9	PUBLIC CUSTOMER	PUBLIC CLEAN WOOD TO	CLEAN WOOD	1/27/2012	1:43:27 PM	1:51:22 PM	C	I
MTBALES	892832	2.71	2.71	214.09	MT. DIABLO RECYCLING	GV(MDR) FORK LIFT 35	MSW-TON BALES	1/27/2012	1:52:33 PM	1:52:33 PM	B	I
CGM	892833	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	1:53:22 PM	1:53:22 PM	C	I
MT	892834	0.76	0.76	60.04	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:29:56 PM	1:55:37 PM	C	I
CGM	892835	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	1:58:38 PM	1:58:38 PM	C	I
DBS2	892836	0.52	0.52	41.08	DELTA DEBRIS BOX SER	GV TRUCK 100	DEBRIS BOX 20 YD SOR	1/27/2012	1:59:30 PM	1:59:30 PM	I	I
RES	892837	7.29	7.29	575.91	RES WASTE-PITTSBURG	GV TRUCK 31	RESIDENTIAL WASTE-IN	1/27/2012	2:00:15 PM	2:00:15 PM	I	I

MATERIAL	TICKET	NetTN	QTY	AMT	CUST NAME	VEHL DESC	MAT DESC	DATE	TIME IN	TIME OUT	TYPE	IN/OUT
CG	892838	2.30	2.3	170.2	GREEN EARTH DEVELOPM	GREEN EARTH DEVELOPM	CLEAN GREEN	1/27/2012	1:38:04 PM	2:00:58 PM	B	I
MT	892839	2.18	2.18	172.22	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:46:25 PM	2:02:27 PM	C	I
MY	892840	0.31	1.5	27	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	2:04:09 PM	2:04:15 PM	C	I
MT	892841	2.51	2.51	198.29	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:48:34 PM	2:04:31 PM	C	I
RO	892842	4.49	4.49	354.71	RES ORG-PITTSBURG DI	GV TRUCK 27	RES ORGANIC WASTE-IN	1/27/2012	2:05:01 PM	2:05:01 PM	I	I
MY	892843	0.31	1.5	27	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	2:05:38 PM	2:05:38 PM	C	I
DBS2	892844	3.47	3.47	274.13	DELTA DEBRIS BOX SER	GV TRUCK 109	DEBRIS BOX 20 YD SOR	1/27/2012	2:05:56 PM	2:05:56 PM	I	I
MT	892845	0.54	0.54	42.66	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:44:53 PM	2:06:05 PM	C	I
RES	892846	6.95	6.95	549.05	RES WASTE-CONCORD DI	GV TRUCK 7	RESIDENTIAL WASTE-IN	1/27/2012	2:07:26 PM	2:07:26 PM	I	I
MT	892847	2.20	2.2	173.8	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:15:19 PM	2:07:26 PM	C	I
MYM	892848	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	2:09:32 PM	2:09:32 PM	C	I
RO	892849	5.07	5.07	400.53	RES ORG-PITTSBURG DI	GV TRUCK 39	RES ORGANIC WASTE-IN	1/27/2012	2:11:06 PM	2:11:06 PM	I	I
MT	892850	2.25	2.25	177.75	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:05:06 PM	2:11:34 PM	C	I
MT	892851	0.61	0.61	48.19	MCE CORPORATION	MCE CORPORATION	MSW-TON	1/27/2012	1:55:08 PM	2:13:05 PM	B	I
CW	892853	0.37	0.37	27.38	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	CLEAN WOOD	1/27/2012	1:57:23 PM	2:16:37 PM	C	I
MT	892854	0.64	0.64	50.56	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:56:23 PM	2:17:52 PM	C	I
MY	892855	0.31	1.5	27	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	2:17:33 PM	2:17:33 PM	C	I
XMT	892855	0.00	1	18	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MATTRE/BOX SPRG TWIN	1/27/2012	2:17:38 PM	2:17:38 PM	C	I
MYM	892856	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	2:20:04 PM	2:20:04 PM	C	I
CG	892857	0.84	0.84	62.16	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	CLEAN GREEN	1/27/2012	2:11:43 PM	2:20:41 PM	C	I
MT	892858	1.94	1.94	153.26	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:01:48 PM	2:21:55 PM	C	I
CW	892859	0.97	0.97	71.78	PUBLIC CUSTOMER	PUBLIC CLEAN WOOD TO	CLEAN WOOD	1/27/2012	1:46:49 PM	2:23:39 PM	C	I
MT	892860	2.03	2.03	160.37	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:08:59 PM	2:25:05 PM	C	I
MT	892861	0.59	0.59	46.61	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:02:33 PM	2:26:24 PM	C	I
RES	892862	6.41	6.41	506.39	RES WASTE-CONCORD DI	GV TRUCK 4	RESIDENTIAL WASTE-IN	1/27/2012	2:26:25 PM	2:26:25 PM	I	I
MYM	892863	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	2:27:07 PM	2:27:07 PM	C	I
MT	892864	0.53	0.53	41.87	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:12:49 PM	2:27:13 PM	C	I
MT	892865	1.49	1.49	117.71	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:10:15 PM	2:28:13 PM	C	I
MT	892866	0.23	0.23	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:09:45 PM	2:29:31 PM	C	I
CGM	892867	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	2:30:05 PM	2:30:05 PM	C	I
MT	892868	0.69	0.69	54.51	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	1:58:36 PM	2:30:54 PM	C	I
CGM	892869	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	2:31:00 PM	2:31:00 PM	C	I
MYM	892870	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	2:32:23 PM	2:32:23 PM	C	I
MT	892871	0.33	0.33	26.07	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:23:28 PM	2:34:13 PM	C	I
RES	892872	7.82	7.82	617.78	RES WASTE-PITTSBURG	GV TRUCK 34	RESIDENTIAL WASTE-IN	1/27/2012	2:35:04 PM	2:35:04 PM	I	I
MT	892873	0.35	0.35	27.65	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:38:17 PM	2:38:17 PM	C	I
MT	892874	0.36	0.36	28.44	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:28:01 PM	2:40:05 PM	C	I
DBS2	892875	1.14	1.14	90.06	DELTA DEBRIS BOX SER	GV TRUCK 113	DEBRIS BOX 20 YD SOR	1/27/2012	2:43:24 PM	2:43:24 PM	I	I
RES	892876	7.09	7.09	560.11	RES WASTE-PITTSBURG	GV TRUCK 33	RESIDENTIAL WASTE-IN	1/27/2012	2:48:17 PM	2:48:17 PM	I	I
DBCG	892877	4.20	4.2	310.8	DELTA DEBRIS BOX SER	GV TRUCK 114	DEBRIS BOX CLEAN GRE	1/27/2012	2:25:11 PM	2:48:26 PM	I	I
DBCP	892878	6.53	6.53	515.87	DELTA DEBRIS BOX SER	GV TRUCK 109	DEBRIS COMPACTOR	1/27/2012	2:48:57 PM	2:48:57 PM	I	I
MT	892879	0.66	0.66	52.14	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:19:34 PM	2:49:06 PM	C	I
MT	892881	0.20	0.2	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:27:33 PM	2:50:26 PM	C	I
MT	892882	1.86	1.86	146.94	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:34:03 PM	2:51:07 PM	C	I
MT	892883	0.45	0.45	35.55	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:32:21 PM	2:51:39 PM	C	I
RES	892884	6.69	6.69	528.51	RES WASTE-CONCORD DI	GV TRUCK 8	RESIDENTIAL WASTE-IN	1/27/2012	2:52:48 PM	2:52:48 PM	I	I
CGM	892886	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	2:53:42 PM	2:53:42 PM	C	I
MT	892887	2.09	2.09	165.11	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:39:25 PM	2:54:28 PM	C	I
MT	892888	1.23	1.23	97.17	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:33:00 PM	2:55:32 PM	C	I
MT	892889	4.08	4.08	322.32	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:45:49 PM	2:57:12 PM	C	I
MYM	892890	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	2:59:05 PM	2:59:05 PM	C	I
MT	892891	0.36	0.36	28.44	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:47:29 PM	2:58:35 PM	C	I
MT	892892	0.26	0.26	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:58:13 PM	3:04:17 PM	C	I
MT	892893	0.29	0.29	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:53:42 PM	3:07:07 PM	C	I
MT	892894	0.27	0.27	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:52:19 PM	3:08:10 PM	C	I
MT	892895	0.44	0.44	34.76	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:54:10 PM	3:08:54 PM	C	I

MATERIAL	TICKET	NetTN	QTY	AMT	CUST NAME	VEHL DESC	MAT DESC	DATE	TIME IN	TIME OUT	TYPE	IN/OUT
XML	892898	0.00	1	25	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MATTRE/BOX LARGER TH	1/27/2012	3:12:05 PM	3:12:05 PM	C	I
MYM	892899	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	3:12:24 PM	3:12:24 PM	C	I
MT	892900	0.31	0.31	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	3:12:20 PM	3:13:48 PM	C	I
MT	892902	0.99	0.99	78.21	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	2:46:24 PM	3:15:26 PM	C	I
MT	892903	4.16	4.16	328.64	ARREOLA'S COMPLETE L	ARREOLA'S LANDSCAPE	MSW-TON	1/27/2012	2:36:23 PM	3:16:35 PM	B	I
CGM	892904	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	3:17:24 PM	3:17:24 PM	C	I
MT	892905	0.30	0.3	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	3:04:54 PM	3:18:27 PM	C	I
MY	892906	0.42	2	36	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	3:20:19 PM	3:20:19 PM	C	I
MT	892907	0.84	0.84	66.36	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	3:05:26 PM	3:21:17 PM	C	I
MY	892909	0.10	0.5	9	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	3:24:02 PM	3:24:02 PM	C	I
XML	892909	0.00	2	50	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MATTRE/BOX LARGER TH	1/27/2012	3:24:07 PM	3:24:07 PM	C	I
MT	892910	0.47	0.47	37.13	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	3:01:57 PM	3:24:05 PM	C	I
MT	892912	0.43	0.43	33.97	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	3:15:44 PM	3:26:22 PM	C	I
CGM	892914	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	3:28:08 PM	3:28:08 PM	C	I
CG	892915	1.11	1.11	82.14	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN T	CLEAN GREEN	1/27/2012	3:21:02 PM	3:29:25 PM	C	I
CGM	892916	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	3:29:46 PM	3:29:46 PM	C	I
MT	892917	0.91	0.91	71.89	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	3:25:16 PM	3:31:25 PM	C	I
MT	892918	0.97	0.97	76.63	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	3:22:47 PM	3:32:13 PM	C	I
MYM	892919	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	3:32:54 PM	3:32:54 PM	C	I
DBCP	892920	4.32	4.32	341.28	DELTA DEBRIS BOX SER	GV TRUCK 109	DEBRIS COMPACTOR	1/27/2012	3:33:12 PM	3:33:12 PM	I	I
CG	892921	0.86	0.86	63.64	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	CLEAN GREEN	1/27/2012	3:27:08 PM	3:33:32 PM	C	I
RES	892922	6.20	6.2	489.8	RES WASTE-PITTSBURG	GV TRUCK 42	RESIDENTIAL WASTE-IN	1/27/2012	3:34:57 PM	3:34:57 PM	I	I
MT	892923	0.04	0.04	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	3:18:34 PM	3:35:23 PM	C	I
MYM	892924	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	3:37:58 PM	3:37:58 PM	C	I
MT	892925	0.23	0.23	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	3:42:12 PM	3:46:49 PM	C	I
MYM	892926	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	3:48:09 PM	3:48:09 PM	C	I
MT	892927	0.08	0.08	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	3:40:27 PM	3:48:37 PM	C	I
MYM	892928	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	3:50:07 PM	3:50:07 PM	C	I
MT	892929	0.29	0.29	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	3:38:28 PM	3:51:55 PM	C	I
MY	892930	0.46	2.22	40	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	3:53:12 PM	3:53:12 PM	C	I
MT	892931	1.41	1.41	111.39	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	3:41:51 PM	3:53:48 PM	C	I
MT	892932	1.07	1.07	84.53	ACUSTRUCT	ACUSTRUCT	MSW-TON	1/27/2012	3:40:12 PM	3:55:29 PM	B	I
XML	892933	0.00	2	50	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MATTRE/BOX LARGER TH	1/27/2012	3:42:38 PM	3:42:38 PM	C	I
MT	892933	0.46	0.46	36.34	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	3:42:44 PM	3:58:20 PM	C	I
MYM	892935	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	4:00:09 PM	4:00:09 PM	C	I
RES	892936	7.21	7.21	569.59	RES WASTE-OAKLEY DIS	GV TRUCK 43	RESIDENTIAL WASTE-IN	1/27/2012	4:00:52 PM	4:00:52 PM	I	I
CG	892937	0.61	0.61	45.14	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN T	CLEAN GREEN	1/27/2012	3:55:15 PM	4:02:14 PM	C	I
MY	892938	0.46	2.22	40	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	4:03:42 PM	4:03:42 PM	C	I
MT	892939	0.78	0.78	61.62	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	3:59:06 PM	4:05:46 PM	C	I
MY	892940	0.37	1.75	31.5	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	4:07:55 PM	4:07:55 PM	C	I
MY	892941	0.35	1.66	30	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	4:09:01 PM	4:09:01 PM	C	I
MYM	892942	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	4:09:37 PM	4:09:37 PM	C	I
MT	892943	0.59	0.59	46.61	C.C. FAIRGROUNDS	C.C FAIRGROUNDS	MSW-TON	1/27/2012	4:04:07 PM	4:09:47 PM	B	I
MYM	892944	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	4:10:28 PM	4:10:28 PM	C	I
MYM	892945	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	4:12:10 PM	4:12:10 PM	C	I
MT	892946	0.50	0.5	39.5	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	3:55:38 PM	4:14:21 PM	C	I
DBS2	892947	0.62	0.62	48.98	DELTA DEBRIS BOX SER	GV TRUCK 113	DEBRIS BOX 20 YD SOR	1/27/2012	4:15:28 PM	4:15:28 PM	I	I
RES	892948	6.95	6.95	549.05	RES WASTE-WEST PITTS	GV TRUCK 40	RESIDENTIAL WASTE-IN	1/27/2012	4:18:08 PM	4:18:08 PM	I	I
XMT	892949	0.00	1	18	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MATTRE/BOX SPRG TWIN	1/27/2012	4:13:47 PM	4:14:23 PM	C	I
MT	892949	0.12	0.12	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	4:13:52 PM	4:20:35 PM	C	I
MT	892950	0.37	0.37	29.23	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	4:01:14 PM	4:21:51 PM	C	I
DBCP	892951	4.56	4.56	360.24	DELTA DEBRIS BOX SER	GV TRUCK 114	DEBRIS COMPACTOR	1/27/2012	4:23:07 PM	4:23:07 PM	I	I
CG	892952	0.44	0.44	32.56	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN T	CLEAN GREEN	1/27/2012	4:03:38 PM	4:22:59 PM	C	I
MYM	892953	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	4:24:58 PM	4:24:58 PM	C	I
MT	892954	0.87	0.87	68.73	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	4:22:09 PM	4:26:50 PM	C	I
MT	892955	0.75	0.75	59.25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	4:12:26 PM	4:28:03 PM	C	I

MATERIAL	TICKET	NetTN	QTY	AMT	CUST NAME	VEHL DESC	MAT DESC	DATE	TIME IN	TIME OUT	TYPE	IN/OUT
MYM	892956	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	4:28:55 PM	4:28:55 PM	C	I
MT	892957	0.56	0.56	44.24	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	4:13:21 PM	4:29:20 PM	C	I
MY	892958	0.37	1.75	31.5	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-YARD	1/27/2012	4:37:04 PM	4:37:04 PM	C	I
XMORT	892959	0.00	2	7.5	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MOTROCYCLE TIRE	1/27/2012	4:39:25 PM	4:39:25 PM	C	I
MY	892959	0.35	1.66	30	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	4:39:44 PM	4:39:44 PM	C	I
RES	892960	8.38	8.38	662.02	RES WASTE-WEST PITTS	GV TRUCK 35	RESIDENTIAL WASTE-IN	1/27/2012	4:40:30 PM	4:40:30 PM	I	I
CG	892961	0.28	0.28	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	CLEAN GREEN	1/27/2012	4:38:15 PM	4:50:45 PM	C	I
CG	892962	1.39	1.39	102.86	QUALITY GARDENING &	QUALITY GARDENING &	CLEAN GREEN	1/27/2012	4:46:54 PM	4:54:24 PM	B	I
MY	892963	0.10	0.5	9	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	4:56:51 PM	4:57:13 PM	C	I
XCT	892963	0.00	10	75	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	CAR TIRE	1/27/2012	4:56:56 PM	4:56:56 PM	C	I
MT	892964	0.58	0.58	45.82	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	4:46:38 PM	4:59:02 PM	C	I
CG	892965	0.67	0.67	49.58	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN T	CLEAN GREEN	1/27/2012	4:08:02 PM	5:00:28 PM	C	I
MY	892966	0.46	2.22	40	PUBLIC CUSTOMER	PUBLIC YARD CUSTOMER	MSW-YARD	1/27/2012	5:05:01 PM	5:05:01 PM	C	I
MT	892967	1.51	1.51	119.29	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	5:00:11 PM	5:09:25 PM	C	I
MYM	892968	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	5:10:31 PM	5:10:31 PM	C	I
MT	892969	0.23	0.23	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	4:54:04 PM	5:10:47 PM	C	I
CGM	892970	0.21	1	25	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN M	CLEAN GREEN MINIMUM	1/27/2012	5:15:36 PM	5:15:36 PM	C	I
MYM	892971	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	5:24:51 PM	5:24:51 PM	C	I
MT	892972	0.42	0.42	33.18	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	5:12:26 PM	5:25:42 PM	C	I
CG	892973	0.51	0.51	37.74	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN T	CLEAN GREEN	1/27/2012	5:14:35 PM	5:29:35 PM	C	I
MT	892974	0.41	0.41	32.39	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	5:02:14 PM	5:30:35 PM	C	I
CG	892975	0.86	0.86	63.64	PUBLIC CUSTOMER	PUBLIC CLEAN GREEN T	CLEAN GREEN	1/27/2012	5:31:29 PM	5:36:51 PM	C	I
MYM	892976	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	5:43:38 PM	5:43:38 PM	C	I
MT	892977	0.25	0.25	25	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	5:37:55 PM	5:44:51 PM	C	I
MYM	892978	0.21	1	25	PUBLIC CUSTOMER	PUBLIC YARD MINIMUM	MSW-YARD MINIMUM	1/27/2012	5:45:47 PM	5:45:47 PM	C	I
MT	892979	1.43	1.43	112.97	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	5:42:45 PM	5:51:16 PM	C	I
DBCP	892980	2.93	2.93	231.47	DELTA DEBRIS BOX SER	GV TRUCK 114	DEBRIS COMPACTOR	1/27/2012	6:03:35 PM	6:03:35 PM	I	I
MT	892981	0.37	0.37	29.23	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	5:48:38 PM	6:05:35 PM	C	I
MT	892982	1.53	1.53	120.87	PUBLIC CUSTOMER	PUBLIC TON CUSTOMER	MSW-TON	1/27/2012	5:54:22 PM	6:23:45 PM	C	I
RES	896353	8.91	8.91	703.89	RES WASTE-DISCOVERY	GV TRUCK 136	RESIDENTIAL WASTE-IN	1/27/2012	1:22:19 PM	1:22:19 PM	I	I
RES	896355	7.33	7.33	579.07	RES WASTE-PITTSBURG	GV TRUCK 61	RESIDENTIAL WASTE-IN	1/27/2012	1:25:29 PM	1:25:29 PM	I	I
OW	892520	24.40	24.4	597.8	PACIFIC ULTRA CHINES	DARRAH TRUCKING	OUT WOOD	1/27/2012	5:35:55 AM	5:35:55 AM	B	O
OGO	892526	24.27	24.27	0	TIGER LINES TRUCKING	TIGER LINES TRUCKING	OUT GRN ORGANIC	1/27/2012	5:34:47 AM	5:53:06 AM	B	O
OT	892527	21.36	21.36	0	RCTS-OUTBOUND	GV TRUCK 297	OUT TRASH	1/27/2012	6:04:00 AM	6:04:00 AM	I	O
OT	892528	21.07	21.07	0	RCTS-OUTBOUND	GV TRUCK 298	OUT TRASH	1/27/2012	6:05:03 AM	6:05:03 AM	I	O
OT	892529	20.64	20.64	0	RCTS-OUTBOUND	GV TRUCK 302	OUT TRASH	1/27/2012	6:07:00 AM	6:07:00 AM	I	O
OGA	892530	21.09	21.09	0	RCTS-OUTBOUND	GV TRUCK 306	OUT GRN ADC	1/27/2012	6:07:43 AM	6:07:43 AM	I	O
OGO	892531	24.83	24.83	0	TIGER LINES TRUCKING	TIGER LINES TRUCKING	OUT GRN ORGANIC	1/27/2012	5:44:56 AM	6:14:33 AM	B	O
OT	892532	19.80	19.8	0	RCTS-OUTBOUND	GV TRUCK 300	OUT TRASH	1/27/2012	6:16:34 AM	6:16:34 AM	I	O
OT	892537	23.12	23.12	0	RCTS-OUTBOUND	GV TRUCK 297	OUT TRASH	1/27/2012	6:34:33 AM	6:34:33 AM	I	O
OGO	892539	24.88	24.88	0	TIGER LINES TRUCKING	TIGER LINES TRUCKING	OUT GRN ORGANIC	1/27/2012	6:31:25 AM	6:46:55 AM	B	O
OT	892541	22.93	22.93	0	RCTS-OUTBOUND	GV TRUCK 302	OUT TRASH	1/27/2012	6:51:53 AM	6:51:53 AM	I	O
OT	892544	19.34	19.34	0	RCTS-OUTBOUND	GV TRUCK 298	OUT TRASH	1/27/2012	6:57:19 AM	6:57:19 AM	I	O
OT	892553	23.48	23.48	0	RCTS-OUTBOUND	GV TRUCK 296	OUT TRASH	1/27/2012	7:17:51 AM	7:17:51 AM	I	O
OW	892560	21.82	21.82	451.46	RIO BRAVO ROCKLIN	LASSEN FORESTRY	OUT WOOD	1/27/2012	7:30:08 AM	7:30:08 AM	B	O
OGO	892561	24.35	24.35	0	TIGER LINES TRUCKING	TIGER LINES TRUCKING	OUT GRN ORGANIC	1/27/2012	7:20:39 AM	7:39:41 AM	B	O
OT	892587	21.05	21.05	0	RCTS-OUTBOUND	GV TRUCK 311	OUT TRASH	1/27/2012	8:16:20 AM	8:16:20 AM	I	O
OT	892593	20.98	20.98	0	RCTS-OUTBOUND	GV TRUCK 306	OUT TRASH	1/27/2012	8:27:34 AM	8:27:34 AM	I	O
OT	892596	21.34	21.34	266.75	REPUBLIC (ALLIED WAS	REPUBLIC TRANSFER TR	OUT TRASH	1/27/2012	8:30:37 AM	8:30:37 AM	B	O
OW	892599	20.85	20.85	540.02	WHEELABRATOR SHASTA	LASSEN FORESTRY	OUT WOOD	1/27/2012	8:06:04 AM	8:34:01 AM	B	O
OGO	892601	22.45	22.45	0	TIGER LINES TRUCKING	TIGER LINES TRUCKING	OUT GRN ORGANIC	1/27/2012	8:03:50 AM	8:37:08 AM	B	O
OW	892608	17.17	17.17	444.7	WHEELABRATOR SHASTA	LASSEN FORESTRY	OUT WOOD	1/27/2012	8:26:27 AM	8:44:04 AM	B	O
OT	892612	23.16	23.16	0	RCTS-OUTBOUND	GV TRUCK 300	OUT TRASH	1/27/2012	8:48:45 AM	8:48:45 AM	I	O
OT	892615	23.32	23.32	0	RCTS-OUTBOUND	GV TRUCK 310	OUT TRASH	1/27/2012	8:55:23 AM	8:55:23 AM	I	O
OT	892629	23.18	23.18	0	RCTS-OUTBOUND	GV TRUCK 302	OUT TRASH	1/27/2012	9:12:19 AM	9:12:19 AM	I	O
OT	892630	20.15	20.15	0	RCTS-OUTBOUND	GV TRUCK 298	OUT TRASH	1/27/2012	9:13:33 AM	9:13:33 AM	I	O

MATERIAL	TICKET	NetTN	QTY	AMT	CUST NAME	VEHL DESC	MAT DESC	DATE	TIME IN	TIME OUT	TYPE	IN/OUT
OGO	892645	23.51	23.51	0	TIGER LINES TRUCKING	TIGER LINES TRUCKING	OUT GRN ORGANIC	1/27/2012	9:16:53 AM	9:31:55 AM	B	O
OT	892647	21.25	21.25	265.63	REPUBLIC (ALLIED WAS	REPUBLIC TRANSFER TR	OUT TRASH	1/27/2012	9:35:54 AM	9:35:54 AM	B	O
OT	892650	23.18	23.18	0	RCTS-OUTBOUND	GV TRUCK 296	OUT TRASH	1/27/2012	9:39:58 AM	9:39:58 AM	I	O
OGA	892653	20.93	20.93	0	RCTS-OUTBOUND	GV TRUCK 308	OUT GRN ADC	1/27/2012	9:43:41 AM	9:43:41 AM	I	O
OW	892659	20.77	20.77	429.73	RIO BRAVO ROCKLIN	LASSEN FORESTRY	OUT WOOD	1/27/2012	9:33:50 AM	9:52:21 AM	B	O
OGO	892666	24.50	24.5	0	TIGER LINES TRUCKING	TIGER LINES TRUCKING	OUT GRN ORGANIC	1/27/2012	9:39:18 AM	10:06:00 AM	B	O
OGO	892679	24.81	24.81	0	TIGER LINES TRUCKING	TIGER LINES TRUCKING	OUT GRN ORGANIC	1/27/2012	10:16:50 AM	10:33:34 AM	B	O
OT	892683	21.24	21.24	265.5	REPUBLIC (ALLIED WAS	REPUBLIC TRANSFER TR	OUT TRASH	1/27/2012	10:41:58 AM	10:41:58 AM	B	O
OT	892687	22.67	22.67	0	RCTS-OUTBOUND	GV TRUCK 311	OUT TRASH	1/27/2012	10:43:39 AM	10:43:39 AM	I	O
OT	892693	23.33	23.33	0	RCTS-OUTBOUND	GV TRUCK 306	OUT TRASH	1/27/2012	10:56:59 AM	10:56:59 AM	I	O
OT	892728	20.02	20.02	0	RCTS-OUTBOUND	GV TRUCK 300	OUT TRASH	1/27/2012	11:42:54 AM	11:42:54 AM	I	O
OT	892737	20.54	20.54	0	RCTS-OUTBOUND	GV TRUCK 310	OUT TRASH	1/27/2012	11:55:18 AM	11:55:18 AM	I	O
OT	892741	23.88	23.88	0	RCTS-OUTBOUND	GV TRUCK 296	OUT TRASH	1/27/2012	11:58:55 AM	11:58:55 AM	I	O
OGO	892745	22.14	22.14	0	TIGER LINES TRUCKING	TIGER LINES TRUCKING	OUT GRN ORGANIC	1/27/2012	11:44:51 AM	12:02:42 PM	B	O
OT	892748	21.14	21.14	0	RCTS-OUTBOUND	GV TRUCK 308	OUT TRASH	1/27/2012	12:05:38 PM	12:05:38 PM	I	O
OW	892758	21.24	21.24	550.12	WHEELABRATOR SHASTA	LASSEN FORESTRY	OUT WOOD	1/27/2012	11:47:12 AM	12:16:32 PM	B	O
OT	892774	21.32	21.32	266.5	REPUBLIC (ALLIED WAS	REPUBLIC TRANSFER TR	OUT TRASH	1/27/2012	12:44:13 PM	12:44:13 PM	B	O
OT	892798	20.54	20.54	0	RCTS-OUTBOUND	GV TRUCK 311	OUT TRASH	1/27/2012	1:12:52 PM	1:12:52 PM	I	O
COMPOST	892852	0.69	0.69	41.4	RCTS COMPOST PUBLIC	OUTBOUND COMPOST TON	COMPOST - LOOSE	1/27/2012	1:59:50 PM	2:13:16 PM	C	O
OGA	892880	22.94	22.94	0	RCTS-OUTBOUND	GV TRUCK 310	OUT GRN ADC	1/27/2012	2:50:18 PM	2:50:18 PM	I	O
OT	892885	19.95	19.95	0	RCTS-OUTBOUND	GV TRUCK 308	OUT TRASH	1/27/2012	2:53:20 PM	2:53:20 PM	I	O
CBAG	892896	0.05	2	7.98	RCTS COMPOST PUBLIC	OUTBOUND COMPOST BAG	COMPOST - 50LB BAGS	1/27/2012	3:08:21 PM	3:08:21 PM	C	O