

Level of Service Analysis

Scenario Report

PM existing

Command:
 Volume:
 Geometry:
 Impact Fee:
 Trip Generation:
 Trip Distribution:
 Paths:
 Routes:
 Configuration:

PM existing

PM existing
 PM existing
 Default Geometry
 Default Impact Fee
 Default Trip Generation
 Default Trip Distribution
 Default Paths
 Default Routes
 Default Configuration

Impact Analysis Report
Level Of Service

Intersection

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 6th at D St.	B	3.7 0.000	B	3.7 0.000	+ 0.000 V/C
# 3 7th at Ingersoll	A	8.7 0.328	A	8.7 0.328	+ 0.000 V/C
# 7 Hwy 101 at Planagan	B	10.4 0.635	B	10.4 0.635	+ 0.000 D/V
# 8 Hwy 101 at 1st	D	1.0 0.000	D	1.0 0.000	+ 0.000 V/C
# 9 Hwy 101 at S Front St.	F	0.4 0.000	F	0.4 0.000	+ 0.000 V/C
# 10 Broadway at Lockhart	A	7.6 0.128	A	7.6 0.128	+ 0.000 V/C
# 11 Lockhart at 2nd	B	4.4 0.000	B	4.4 0.000	+ 0.000 V/C
# 12 Lockhart at 7th	B	3.3 0.000	B	3.3 0.000	+ 0.000 V/C
# 13 10th at Central	C	21.9 0.601	C	21.9 0.601	+ 0.000 D/V
# 14 4th at Elrod	B	11.3 0.409	B	11.3 0.409	+ 0.000 V/C
# 15 2nd at Ingersoll	B	5.2 0.000	B	5.2 0.000	+ 0.000 V/C
# 16 Commercial at Broadway	B	11.7 0.529	B	11.7 0.529	+ 0.000 D/V
# 18 Broadway at Market	B	10.3 0.513	B	10.3 0.513	+ 0.000 D/V
# 19 Bayshore at Market	D	0.6 0.000	D	0.6 0.000	+ 0.000 V/C
# 20 Broadway at Hall SB	A	6.7 0.476	A	6.7 0.476	+ 0.000 D/V
# 21 Broadway at Johnson	B	17.3 0.570	B	17.3 0.570	+ 0.000 D/V
# 22 Johnson at Bayshore	B	19.3 0.638	B	19.3 0.638	+ 0.000 D/V
# 23 Bayshore at Alder	C	0.4 0.000	C	0.4 0.000	+ 0.000 V/C
# 24 Broadway at Alder	C	0.6 0.000	C	0.6 0.000	+ 0.000 V/C
# 25 Bayshore at Commercial	A	0.0 0.000	A	0.0 0.000	+ 0.000 V/C
# 26 Bayshore at Cedar	B	0.1 0.000	B	0.1 0.000	+ 0.000 V/C
# 27 Bayshore at Birch	B	0.2 0.000	B	0.2 0.000	+ 0.000 V/C
# 28 Bayshore at Fir	B	0.0 0.000	B	0.0 0.000	+ 0.000 V/C
# 29 Broadway at Fir	C	0.3 0.000	C	0.3 0.000	+ 0.000 V/C
# 30 Hwy 101 at Koosbay	B	12.5 0.560	B	12.5 0.560	+ 0.000 D/V

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 31 Ocean Blvd. at Butler	A	3.7 0.309	A	3.7 0.309	+ 0.000 D/V
# 32 Hwy 101 at Newmark	C	29.6 0.743	C	29.6 0.743	+ 0.000 D/V
# 33 Newmark at Sherman	C	27.8 0.576	C	27.8 0.576	+ 0.000 D/V
# 34 Newmark at Brussels	A	8.5 0.391	A	8.5 0.391	+ 0.000 D/V
# 35 Pony Creek at Crowell	B	3.5 0.000	B	3.5 0.000	+ 0.000 V/C
# 36 Virginia at Harrison	B	12.1 0.408	B	12.1 0.408	+ 0.000 D/V
# 37 Virginia at Safeway entrance	F	3.0 0.000	F	3.0 0.000	+ 0.000 V/C
# 38 Virginia at Pony Villiage entr	E	1.4 0.000	E	1.4 0.000	+ 0.000 V/C
# 39 Sherman at Hwy 101 South	D	1.3 0.000	D	1.3 0.000	+ 0.000 V/C
# 40 Virginia at Meade	D	4.1 0.000	D	4.1 0.000	+ 0.000 V/C
# 41 Virginia at Marion	E	1.6 0.000	E	1.6 0.000	+ 0.000 V/C
# 42 Virginia at Maple	C	2.9 0.000	C	2.9 0.000	+ 0.000 V/C
# 43 Maple at East Airport Way	A	2.1 0.000	A	2.1 0.000	+ 0.000 V/C
# 44 Virginia at Arthur	A	0.5 0.000	A	0.5 0.000	+ 0.000 V/C
# 45 Virginia at Channel St.	B	2.0 0.000	B	2.0 0.000	+ 0.000 V/C
# 46 Lakeshore at Crocker	A	5.0 0.000	A	5.0 0.000	+ 0.000 V/C
# 47 Virginia at Oak	C	2.0 0.000	C	2.0 0.000	+ 0.000 V/C
# 48 Newmark at Oak	B	10.2 0.489	B	10.2 0.489	+ 0.000 D/V
# 49 Newmark at Morrison	C	1.1 0.000	C	1.1 0.000	+ 0.000 V/C
# 50 Empire Blvd. at Pacific	C	2.4 0.000	C	2.4 0.000	+ 0.000 V/C
# 51 Virginia at Hwy 101 North	B	14.1 0.401	B	14.1 0.401	+ 0.000 D/V
# 52 Virginia at Hwy 101 South	B	18.4 0.482	B	18.4 0.482	+ 0.000 D/V
# 53 California at Hwy 101 North	B	0.2 0.000	B	0.2 0.000	+ 0.000 V/C
# 54 Florida at Sherman	C	20.3 0.542	C	20.3 0.542	+ 0.000 D/V
# 55 Broadway at 16th	B	13.9 0.408	B	13.9 0.408	+ 0.000 D/V
# 56 Broadway at Newmark	D	52.5 0.955	D	52.5 0.955	+ 0.000 D/V

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 57 Newmark at Laclair	C	0.8 0.000	C	0.8 0.000	+ 0.000 V/C
# 58 Newmark at Ocean Blvd.	B	14.3 0.524	B	14.3 0.524	+ 0.000 D/V
# 59 Thompson at Koosbay	C	5.0 0.000	C	5.0 0.000	+ 0.000 V/C
# 60 Woodland at Thompson	B	2.9 0.000	B	2.9 0.000	+ 0.000 V/C
# 61 Ocean Blvd. at Woodland	B	19.8 0.465	B	19.8 0.465	+ 0.000 D/V
# 62 Ocean Blvd. at Radar	B	3.0 0.000	B	3.0 0.000	+ 0.000 V/C
# 63 Hwy 101 at Clark	D	0.3 0.000	D	0.3 0.000	+ 0.000 V/C
# 64 Hwy 101 at Casino entrance	B	14.5 0.489	B	14.5 0.489	+ 0.000 D/V
# 65 Libby at Wilshire	A	3.4 0.000	A	3.4 0.000	+ 0.000 V/C
# 66 Hwy 101 at E Bay Dr.	A	3.1 0.624	A	3.1 0.624	+ 0.000 D/V
# 67 Hwy 101 at North Bay	E	2.8 0.000	E	2.8 0.000	+ 0.000 V/C
# 68 Hwy 101 at Trans Pacific	C	1.4 0.000	C	1.4 0.000	+ 0.000 V/C
# 70 1st at Hall NB	A	3.7 0.356	A	3.7 0.356	+ 0.000 D/V
# 71 Broadway at 17th	E	0.6 0.000	E	0.6 0.000	+ 0.000 V/C
# 72 Virginia at Pony Villiage enta	D	1.7 0.000	D	1.7 0.000	+ 0.000 V/C
# 73 Coos River Hwy at Olive Barber	C	2.5 0.000	C	2.5 0.000	+ 0.000 V/C
# 74 Ocean Blve at Laclair	B	2.4 0.000	B	2.4 0.000	+ 0.000 V/C
# 75 Central at 7th	B	7.3 0.602	B	7.3 0.602	+ 0.000 V/C
# 76 Coos River Hwy at Edwards	B	2.6 0.000	B	2.6 0.000	+ 0.000 V/C
# 77 Coos River Hwy at Mullen	D	1.0 0.000	D	1.0 0.000	+ 0.000 V/C
# 78 Hwy 101 at Edwards	E	0.5 0.000	E	0.5 0.000	+ 0.000 V/C
# 79 11th at Elrod	A	6.7 0.000	A	6.7 0.000	+ 0.000 V/C
# 80 US 101/Coos River Hwy (Bunker	C	30.7 0.616	C	30.7 0.616	+ 0.000 D/V

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

 Intersection #1 6th at D St.

 Average Delay (sec/veh): 3.7 Worst Case Level Of Service:

 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 1 0 0 1 0 0 0 0 1 0 0 0
 Volume Module:
 Base Vol: 175 0 375 0 0 0 0 0 10 75 150 30 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: 175 0 375 0 0 0 0 0 10 75 150 30 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: 175 0 375 0 0 0 0 0 10 75 150 30 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 175 0 375 0 0 0 0 0 10 75 150 30 0
 Critical Gap Module:
 Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx 6.6 6.3 7.2 6.6 xxxxx
 FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 4.1 3.4 3.5 4.0 xxxxx
 Capacity Module:
 Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx 725 0 393 350 xxxxx
 Potent Cap.: 0 xxxxx xxxxx xxxxx xxxxx 346 0 562 569 xxxxx
 Move Cap.: 0 xxxxx xxxxx xxxxx xxxxx 346 0 549 569 xxxxx
 Level Of Service Module:
 Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: A * * * * * * * * * * * * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: A * * * * * * * * * * * * * * * *
 ApproachDel: xxxxx xxxxx 6.3 A B 14.6
 ApproachLOS: * * * * * * * * * * * * * * * *

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #3 7th at Ingersoll

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.328
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
 Optimal Cycle: 0 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: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 10 110 0 10 225 50 30 10 0 5 15 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 10 110 0 10 225 50 30 10 0 5 15 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 10 110 0 10 225 50 30 10 0 5 15 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 10 110 0 10 225 50 30 10 0 5 15 0
 PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 10 110 0 10 225 50 30 10 0 5 15 0
 Saturation Flow Module:
 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: 0.08 0.92 0.00 0.03 0.79 0.18 0.75 0.25 0.00 0.25 0.75 0.00
 Final Sat.: 67 737 0 30 686 152 510 170 0 171 513 0
 Capacity Analysis Module:
 Vol/Sat: 0.15 0.15 xxxxx 0.33 0.33 0.06 0.06 xxxxx 0.03 0.03 xxxxx
 Crit Moves: ****
 Delay/Veh: 8.1 8.1 0.0 9.0 9.0 9.0 8.2 8.2 0.0 8.0 8.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 8.1 8.1 0.0 9.0 9.0 9.0 8.2 8.2 0.0 8.0 8.0 0.0
 LOS by Move: A A * A A A A A * A A *
 ApproachDel: 8.1 9.0 8.2 8.2 1.00 1.00 8.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 8.0
 ApprAdjDel: 8.1 9.0 8.2 8.2
 LOS by Appr: A A A A A A A A A A A A

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

 Intersection #7 Hwy 101 at Flanagan
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.635
 Loss Time (sec): 12 (V+R = 4 sec) Average Delay (sec/veh): 10.4
 Optimal Cycle: 52 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 Protected Protected Protected Protected
 Rights: Include Include Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 1 0 1 0 1 0 0
 Volume Module:
 Base Vol: 70 10 30 35 10 40 30 1530 80 25 1200 5
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 70 10 30 35 10 40 30 1530 80 25 1200 5
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 70 10 30 35 10 40 30 1530 80 25 1200 5
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 70 10 30 35 10 40 30 1530 80 25 1200 5
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 70 10 30 35 10 40 30 1530 80 25 1200 5
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.71 0.71 0.71 0.79 0.79 0.92 0.92 0.92 0.92 0.90 0.90 0.90
 Lanes: 0.64 0.09 0.27 0.41 0.12 0.47 1.00 1.90 0.10 1.00 1.99 0.01
 Final Sat.: 858 123 368 615 176 703 1753 3308 173 1718 3419 14
 Capacity Analysis Module:
 Vol/Sat: 0.08 0.08 0.08 0.06 0.06 0.06 0.02 0.46 0.46 0.01 0.35 0.35
 Crit Moves: ****
 Green/Cycle: 0.13 0.13 0.13 0.13 0.13 0.13 0.03 0.73 0.73 0.02 0.72 0.72
 Volume/Cap: 0.63 0.63 0.63 0.44 0.44 0.44 0.49 0.63 0.63 0.63 0.49 0.49
 Uniform Del: 41.3 41.3 41.3 40.3 40.3 40.3 47.4 6.9 6.9 48.4 6.2 6.2
 IncrementDel: 7.5 7.5 7.5 1.6 1.6 1.6 6.0 0.5 0.5 29.4 0.2 0.2
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 48.9 48.9 48.9 41.9 41.9 41.9 53.4 7.4 7.4 77.8 6.3 6.3
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 48.9 48.9 48.9 41.9 41.9 41.9 53.4 7.4 7.4 77.8 6.3 6.3
 DesignQueue: 3 0 1 2 0 2 26 1 1 21 0

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

 Intersection #8 Hwy 101 at 1st
 Average Delay (sec/veh): 1.0 Worst Case Level Of Service:

 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 Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 1 0 2 0 0 0 0 1 0 0 0 0 1 0 0 0 0 0
 Volume Module:
 Base Vol: 85 1150 0 0 1670 30 0 0 130 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: 85 1150 0 0 1670 30 0 0 130 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: 85 1150 0 0 1670 30 0 0 130 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 85 1150 0 0 1670 30 0 0 130 0 0 0
 Critical Gap Module:
 Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.0 xxxxx xxxxx xxxxx
 FollowupTm: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 1700 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 850 xxxxx xxxxx xxxxx
 Potent Cap.: 353 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 298 xxxxx xxxxx xxxxx
 Move Cap.: 353 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 298 xxxxx xxxxx xxxxx
 Level Of Service Module:
 Stopped Del: 18.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 26.1 xxxxx xxxxx xxxxx
 LOS By Move: C *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: *
 ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 26.1 xxxxxx
 ApproachLOS: *

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #9 Hwy 101 at S Front St.
*****
Average Delay (sec/veh): 0.4 Worst Case Level Of Service:
*****
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 2 0 0
Volume Module:
Base Vol: 5 0 30 0 0 0 0 0 1835 5 10 1195 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: 5 0 30 0 0 0 0 1835 5 10 1195 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: 5 0 30 0 0 0 0 1835 5 10 1195 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 5 0 30 0 0 0 0 1835 5 10 1195 0
Critical Gap Module:
Critical Gap: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx 4.2 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 2455 xxxxx 920 xxxxx xxxxx xxxxx xxxxx 1840 xxxxx xxxxx
Potent Cap.: 25 xxxxx 273 xxxxx xxxxx xxxxx xxxxx 319 xxxxx xxxxx
Move Cap.: 25 xxxxx 273 xxxxx xxxxx xxxxx xxxxx 319 xxxxx xxxxx
Level Of Service Module:
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 16.7 xxxxx xxxxx
LOS by Move: * * * * * C *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 112 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 50.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * *
ApproachDel: 50.9 xxxxxxxx
ApproachLOS: F

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #10 Broadway at Lockhart
*****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.128
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 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: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 15 0 0 5 10 100 50 25 0 0 45 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 0 0 5 10 100 50 25 0 0 45 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 0 0 5 10 100 50 25 0 0 45 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 0 0 5 10 100 50 25 0 0 45 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 15 0 0 5 10 100 50 25 0 0 45 5
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 0.00 0.04 0.09 0.87 0.67 0.33 0.00 0.00 0.90 0.10
Final Sat.: 738 0 0 39 78 784 523 262 0 0 743 83
Capacity Analysis Module:
Vol/Sat: 0.02 xxxxx xxxxx 0.13 0.13 0.13 0.10 0.10 xxxxx xxxxx 0.06
Crit Moves: **** 7.4 7.4 7.4 7.9 7.9 0.0 0.0 7.5 7.5
Delay/Veh: 7.8 0.0 0.0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 7.8 0.0 0.0 7.4 7.4 7.4 7.9 7.9 0.0 0.0 7.5 7.5
LOS by Move: A * * A A A A * A A
ApproachDel: 7.8 7.4 7.9 7.9 1.00 7.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ApprAdjDel: 7.8 7.4 7.9 7.9 7.5
LOS by Appr: A A A A A A

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

 Intersection #13 10th at Central

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.601
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.9
 Optimal Cycle: 48 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected Permitted Permitted
 Rights: Include Include Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0

 Volume Module:
 Base Vol: 215 110 0 145 100 30 10 610 175 0 505 10
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 215 110 0 145 100 30 10 610 175 0 505 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: 215 110 0 145 100 30 10 610 175 0 505 10
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 215 110 0 145 100 30 10 610 175 0 505 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
 Final Vol: 215 110 0 145 100 30 10 610 175 0 505 10

 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.94 0.99 1.00 0.93 0.95 0.95 0.97 0.97 0.83 0.95 0.93 0.93
 Lanes: 1.00 1.00 0.00 1.00 0.77 0.23 0.02 0.98 1.00 0.00 1.96 0.04
 Final Sat: 1787 1881 0 1769 1382 415 30 1814 1583 0 3459 68

 Capacity Analysis Module:
 Vol/Sat: 0.12 0.06 0.00 0.08 0.07 0.07 0.34 0.34 0.11 0.00 0.15 0.15
 Crit Moves: ****
 Green/Cycle: 0.20 0.13 0.00 0.19 0.12 0.12 0.56 0.56 0.56 0.00 0.56 0.56
 Volume/Cap: 0.60 0.44 0.00 0.44 0.60 0.60 0.60 0.60 0.20 0.00 0.26 0.26
 Uniform Del: 36.4 39.9 0.0 36.0 41.7 41.7 14.6 14.6 10.9 0.0 11.4 11.4
 IncrcmntDel: 2.9 1.2 0.0 0.9 4.7 4.7 1.0 1.0 0.1 0.0 0.1 0.1
 Delay Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00
 Delay/Veh: 39.2 41.1 0.0 36.9 46.4 46.4 15.6 15.6 11.0 0.0 11.4 11.4
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 39.2 41.1 0.0 36.9 46.4 46.4 15.6 15.6 11.0 0.0 11.4 11.4
 DesignQueue: 10 5 0 7 5 1 0 16 4 0 13 0

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)

 Intersection #14 4th at Elrod

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.409
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
 Optimal Cycle: 0 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: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 0

 Volume Module:
 Base Vol: 60 120 50 230 235 25 0 75 30 50 55 70
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 60 120 50 230 235 25 0 75 30 50 55 70
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 60 120 50 230 235 25 0 75 30 50 55 70
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 60 120 50 230 235 25 0 75 30 50 55 70
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 60 120 50 230 235 25 0 75 30 50 55 70

 Saturation Flow Module:
 Sat/Lane: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Adjustment: 1.00 0.71 0.29 1.00 0.90 0.10 0.00 0.71 0.29 0.29 0.31 0.40
 Lanes: 1.00 0.71 0.29 1.00 0.90 0.10 0.00 0.71 0.29 0.29 0.31 0.40
 Final Sat: 537 425 177 578 575 61 0 404 162 171 188 239

 Capacity Analysis Module:
 Vol/Sat: 0.11 0.28 0.28 0.40 0.41 0.41 xxxx 0.19 0.19 0.29 0.29 0.29
 Crit Moves: ****
 Delay/Veh: 9.9 10.5 10.5 12.6 11.9 11.9 0.0 10.1 10.1 10.8 10.8 10.8
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 9.9 10.5 10.5 12.6 11.9 11.9 0.0 10.1 10.1 10.8 10.8 10.8
 LOS by Move: A B B B B * B B B B B B
 ApproachDel: 10.4 10.4 12.2 12.2 10.1 10.1 10.8
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ApprAdjDel: 10.4 10.4 12.2 12.2 10.1 10.1 10.8
 LOS by Appr: B B B B B B B

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)*****
Intersection #15 2nd at Ingersoll*****
Average Delay (sec/veh): 5.2 Worst Case Level Of Service:*****
Approach: North Bound South Bound East Bound West Bound*****
Movement: L - T - R L - T - R L - T - R L - T - R*****
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled*****
Rights: Include Include Include Include*****
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0*****
Volume Module:*****
Base Vol: 10 70 10 10 30 10 10 0 20 10 10 10 50 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 1.00*****
Initial Bse: 10 70 10 10 30 10 10 0 20 10 10 10 50 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 1.00*****
PHF Adj: 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: 10 70 10 10 30 10 10 0 20 10 10 10 50 20*****
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0*****
Final Vol: 10 70 10 10 30 10 10 0 20 10 10 10 50 20*****
Critical Gap Module:*****
Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx*****
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx*****
Capacity Module:*****
Conflict Vol: 125 115 25 145 110 60 xxxxx xxxxx xxxxx 30 xxxxx xxxxx*****
Potential Cap.: 849 775 1051 828 784 1011 xxxxx xxxxx xxxxx 1583 xxxxx xxxxx*****
Move Cap.: 812 770 1051 760 779 1011 xxxxx xxxxx xxxxx 1583 xxxxx xxxxx*****
Level Of Service Module:*****
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.3 xxxxx xxxxx*****
LOS by Move: * * * * * * * * * * A * ******
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT*****
Shared Cap.: xxx 799 xxxxx xxx 812 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx*****
Shrd StpDel: xxxxx 10.1 xxxxx xxxxx 9.7 xxxxx xxxxx xxxxx xxxxx xxxxx*****
Shared LOS: * B * * * * * * * * * * * ******
ApproachDel: 10.1 9.7 A A xxxxxx xxxxxx*****
ApproachLOS: B BLevel Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)*****
Intersection #16 Commercial at Broadway*****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.529*****
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 11.7*****
Optimal Cycle: 33 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: Split Phase Split Phase Split Phase Split Phase*****
Rights: Include Include Include Include*****
Min. Green: 0 0 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 0 0*****
Lanes: 0*****
Volume Module:*****
Base Vol: 0 0 0 0 0 0 1355 110 0 0 0 0 30 310 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: 0 0 0 0 0 0 1355 110 0 0 0 0 30 310 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: 0 0 0 0 0 0 1355 110 0 0 0 0 30 310 0*****
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0*****
Reduced Vol: 0 0 0 0 0 0 1355 110 0 0 0 0 30 310 0*****
PCB Adj: 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*****
Final Vol.: 0 0 0 0 0 0 1355 110 0 0 0 0 30 310 0*****
Saturation Flow Module:*****
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900*****
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 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00*****
Final Sat.: 0 0 0 0 0 0 3473 1554 0 0 0 0 312 3236 0*****
Capacity Analysis Module:*****
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00*****
Crit Moves: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00*****
Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00*****
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00*****
Uniform Del: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0*****
IncrementDel: 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: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00*****
Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0*****
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00*****
AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0*****
DesignQueue: 0 0 0 0 0 0 22 2 0 0 0 0 1 14 0

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

 Intersection #18 Broadway at Market

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.513
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
 Optimal Cycle: 33 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: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 0 0 25 1260 20 0 75 90 30 25 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
 Initial Bse: 0 0 25 1260 20 0 75 90 30 25 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
 PHF Adj: 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 25 1260 20 0 75 90 30 25 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 25 1260 20 0 75 90 30 25 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
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 0 0 25 1260 20 0 75 90 30 25 0
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.91 0.91 0.92 0.92 0.85 0.85 1.00
 Lanes: 0.00 0.00 0.00 0.04 1.93 0.03 0.00 0.45 0.55 0.45 0.00
 Final Sat: 0 0 66 3340 53 0 792 950 884 737 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.38 0.38 0.00 0.09 0.09 0.03 0.03 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.74 0.74 0.00 0.18 0.18 0.18 0.18 0.00
 Volume/Cap: 0.00 0.00 0.00 0.51 0.51 0.00 0.51 0.51 0.18 0.18 0.00
 Uniform Del: 0.0 0.0 0.0 5.6 5.6 0.0 36.7 36.7 34.4 34.4 0.0
 IncrementDel: 0.0 0.0 0.0 0.2 0.2 0.0 1.4 1.4 0.3 0.3 0.0
 Delay Adj: 0.00 0.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00
 Delay/Veh: 0.0 0.0 0.0 5.8 5.8 0.0 38.1 38.1 34.7 34.7 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 5.8 5.8 0.0 38.1 38.1 34.7 34.7 0.0
 DesignQueue: 0 0 0 20 0 0 3 4 1 1 0

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

 Intersection #19 Bayshore at Market

 Average Delay (sec/veh): 0.6 Worst Case Level Of Service:

 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 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 30 1195 10 0 0 0 0 90 0 0 0 15 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 1195 10 0 0 0 0 90 0 0 0 15 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 1195 10 0 0 0 0 90 0 0 0 15 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 30 1195 10 0 0 0 0 90 0 0 0 15 0
 Critical Gap Module:
 Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx 7.1 xxxxx xxxxx 6.5 xxxxx
 FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx xxxxx 4.0 xxxxx
 Capacity Module:
 Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx 665 xxxxx xxxxx 1260 xxxxx
 Potent Cap: 0 xxxxx xxxxx xxxxx xxxxx 372 xxxxx xxxxx 172 xxxxx
 Move Cap: 0 xxxxx xxxxx xxxxx xxxxx 347 xxxxx xxxxx 172 xxxxx
 Level Of Service Module:
 Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx 19.0 xxxxx xxxxx 27.9 xxxxx
 LOS by Move: A * * * * * C * * * * * D * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: A * * * * * * * * * *
 ApproachDel: xxxxxx * * * * * 19.0
 ApproachLOS: * * * * * C

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

Intersection #20 Broadway at Hall SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.476
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 31 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0

Volume Module:
Base Vol: 0 0 0 30 1870 20 0 30 65 50 40 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 30 1870 20 0 30 65 50 40 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 0 0 30 1870 20 0 30 65 50 40 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 30 1870 20 0 30 65 50 40 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 0 0 0 30 1870 20 0 30 65 50 40 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.88 0.88 0.88 0.90 0.86 0.86 1.00
Lanes: 0.00 0.00 0.00 0.05 2.92 0.03 0.00 0.32 0.68 0.56 0.44 0.00
Final Sat.: 0 0 0 79 4896 52 0 539 1169 908 726 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.38 0.38 0.38 0.00 0.06 0.06 0.06 0.06 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.80 0.80 0.80 0.12 0.12 0.12 0.12 0.12 0.00
Volume/Cap: 0.00 0.00 0.00 0.48 0.48 0.48 0.48 0.47 0.47 0.47 0.47 0.00
Uniform Del: 0.0 0.0 0.0 3.1 3.1 3.1 0.0 41.3 41.3 41.3 41.3 0.0
IncrementDel: 0.0 0.0 0.0 0.1 0.1 0.1 0.0 1.8 1.8 1.8 1.8 0.0
Delay Adj: 0.00 0.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Delay/Veh: 0.0 0.0 0.0 3.2 3.2 3.2 0.0 43.1 43.1 43.1 43.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 3.2 3.2 3.2 0.0 43.1 43.1 43.1 43.1 0.0
DesignQueue: 0 0 0 22 0 0 1 3 2 2 2 0

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

Intersection #21 Broadway at Johnson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 36 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 1 0 2 1 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0

Volume Module:
Base Vol: 0 0 0 285 1430 90 0 115 130 245 110 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 285 1430 90 0 115 130 245 110 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 0 0 285 1430 90 0 115 130 245 110 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 285 1430 90 0 115 130 245 110 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 0 0 0 285 1430 90 0 115 130 245 110 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.96 0.88 0.88 1.00 0.85 0.85 0.59 0.99 1.00
Lanes: 0.00 0.00 0.00 1.00 2.82 0.18 0.00 1.00 1.00 1.00 1.00 0.00
Final Sat.: 0 0 0 1828 4696 296 0 1612 1612 1114 1881 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.16 0.30 0.30 0.00 0.07 0.08 0.22 0.06 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.53 0.53 0.53 0.00 0.39 0.39 0.39 0.39 0.00
Volume/Cap: 0.00 0.00 0.00 0.29 0.57 0.57 0.00 0.18 0.21 0.57 0.15 0.00
Uniform Del: 0.0 0.0 0.0 12.9 15.6 15.6 0.0 20.3 20.5 24.2 20.0 0.0
IncrementDel: 0.0 0.0 0.0 0.2 0.3 0.3 0.0 0.1 0.1 1.8 0.1 0.0
Delay Adj: 0.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00
Delay/Veh: 0.0 0.0 0.0 13.0 15.9 15.9 0.0 20.4 20.6 26.0 20.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 13.0 15.9 15.9 0.0 20.4 20.6 26.0 20.1 0.0
DesignQueue: 0 0 0 8 40 3 0 4 5 9 4 0

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

 Intersection #22 Johnson at Bayshore

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.638
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 19.3
 Optimal Cycle: 42 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: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 1 0 1 0 0 0 0 0 0 1 1 0 0 1
 Volume Module:
 Base Vol: 25 1190 80 0 0 100 295 0 0 270 135
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 25 1190 80 0 0 100 295 0 0 270 135
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 25 1190 80 0 0 100 295 0 0 270 135
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 25 1190 80 0 0 100 295 0 0 270 135
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.77 0.77 0.81 1.00 1.00 1.00 0.61 0.61 1.00 1.00 0.99 0.84
 Lanes: 0.04 1.96 1.00 0.00 0.00 0.00 0.51 1.49 0.00 0.00 1.00 1.00
 Final Sat: 60 2861 1537 0 0 585 1725 0 0 1881 1599
 Capacity Analysis Module:
 Vol/Sat: 0.42 0.42 0.05 0.00 0.00 0.00 0.17 0.17 0.00 0.00 0.14 0.08
 Crit Moves: ****
 Green/Cycle: 0.65 0.65 0.65 0.00 0.00 0.00 0.27 0.27 0.00 0.00 0.27 0.27
 Volume/Cap: 0.64 0.64 0.08 0.00 0.00 0.00 0.64 0.64 0.00 0.00 0.54 0.32
 Uniform Del: 10.4 10.4 6.4 0.0 0.0 0.0 32.3 32.3 0.0 0.0 31.3 29.3
 IncrementDel: 0.7 0.7 0.0 0.0 0.0 0.0 2.2 2.2 0.0 0.0 1.1 0.4
 Delay Adj: 1.00 1.00 1.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00
 Delay/Veh: 11.1 11.1 6.4 0.0 0.0 0.0 34.5 34.5 0.0 0.0 32.4 29.7
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 11.1 11.1 6.4 0.0 0.0 0.0 34.5 34.5 0.0 0.0 32.4 29.7
 DesignQueue: 1 25 2 0 0 0 4 12 0 0 11 6

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

 Intersection #23 Bayshore at Alder

 Average Delay (sec/veh): 0.4 Worst Case Level Of Service:

 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 Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 1 0 1 0 0 0 0 0 0 1 0 0 0 0 0 1 0 1 0
 Volume Module:
 Base Vol: 30 1205 50 0 0 0 15 5 0 0 20 25
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 30 1205 50 0 0 0 15 5 0 0 20 25
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 30 1205 50 0 0 0 15 5 0 0 20 25
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 30 1205 50 0 0 0 15 5 0 0 20 25
 Critical Gap Module:
 Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx 7.1 6.5 xxxxx xxxxx 6.5 6.2
 FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 4.0 xxxxx xxxxx 4.0 3.3
 Capacity Module:
 Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx 673 1315 xxxxx xxxxx 1290 628
 Potent Cap: 0 xxxxx xxxxx xxxxx xxxxx 369 158 xxxxx xxxxx 162 480
 Move Cap: 0 xxxxx xxxxx xxxxx xxxxx 317 158 xxxxx xxxxx 162 480
 Level Of Service Module:
 Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx 253 xxxxx xxxxx xxxxx 256
 Shrd StpDel: 0.0 xxxxx xxxxx xxxxx xxxxx 20.4 xxxxx xxxxx xxxxx 22.0
 Shared LOS: A *
 ApproachDel: xxxxxx *
 ApproachLOS: *

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

Intersection #24 Broadway at Alder

Average Delay (sec/veh): 0.6 Worst Case Level Of Service:

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

Volume Module:
Base Vol: 0 0 0 30 1295 5 0 10 10 10 70 10 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 30 1295 5 0 10 10 10 70 10 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 0 0 30 1295 5 0 10 10 10 70 10 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 30 1295 5 0 10 10 10 70 10 0

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx 6.5 6.2 7.1 6.5 xxxxx
FollowUpTm: 2.2 xxxxx xxxxx xxxxx 4.0 3.3 3.5 4.0 xxxxx

Capacity Module:
Conflict Vol: 0 xxxxx xxxxx xxxxx 1358 650 713 1360 xxxxx
Potent Cap: 0 xxxxx xxxxx xxxxx 150 473 346 148 xxxxx
Move Cap: 0 xxxxx xxxxx xxxxx 150 473 321 148 xxxxx

Level Of Service Module:
Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 0.0 xxxxx xxxxx xxxxx 22.3 22.9 22.9 22.9
Shrd StpDel: 0.0 xxxxx xxxxx xxxxx 22.3 22.9 22.9 22.9
Shared LOS: A * * * * *
ApproachDel: xxxxxx *
ApproachLOS: C

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

Intersection #25 Bayshore at Commercial

Average Delay (sec/veh): 0.0 Worst Case Level Of Service:

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

Volume Module:
Base Vol: 290 1170 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 290 1170 0 0 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 290 1170 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 290 1170 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTm: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap: 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap: 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * *
ApproachDel: xxxxxx *
ApproachLOS: *

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

Intersection #26 Bayshore at Cedar

Average Delay (sec/veh): 0.1 Worst Case Level Of Service:

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 1 0 0 0 0 0 1 0 0 0 0 0 0 0 1

Volume Module:
Base Vol: 0 1285 5 0 0 0 10 0 0 0 0 0 0 0 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 1.00
Initial Bse: 0 1285 5 0 0 0 10 0 0 0 0 0 0 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 1.00
PHF Adj: 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 1285 5 0 0 0 10 0 0 0 0 0 0 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 1285 5 0 0 0 10 0 0 0 0 0 0 10

Critical Gap Module:
Critical Gap:xxxxx xxxx xxxx xxxx xxxx 7.1 xxxx xxxx xxxx xxxx 6.2
FollowUpTim:xxxxx xxxx xxxx xxxx xxxx 3.5 xxxx xxxx xxxx xxxx 3.3

Capacity Module:
Conflict Vol: xxxx xxxx xxxx xxxx xxxx 643 xxxx xxxx xxxx xxxx 645
Potent Cap.: xxxx xxxx xxxx xxxx xxxx 390 xxxx xxxx xxxx xxxx 476
Move Cap.: xxxx xxxx xxxx xxxx xxxx 381 xxxx xxxx xxxx xxxx 476

Level Of Service Module:
Stopped Del:xxxxx xxxx xxxx xxxx xxxx 14.7 xxxx xxxx xxxx xxxx 12.7
LOS by Move: * * * * * B * * * * * B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Shrd StpDel: 0.0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Shared LOS: A * * * * * * * * * * *
ApproachDel: xxxxxx 14.7 12.7
ApproachLOS: * B

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

Intersection #27 Bayshore at Birch

Average Delay (sec/veh): 0.2 Worst Case Level Of Service:

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 1 0 0 0 0 0 0 1 0 0 0 0 0 0 1

Volume Module:
Base Vol: 5 1195 10 0 0 0 0 0 0 0 0 0 0 0 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 1.00
Initial Bse: 5 1195 10 0 0 0 0 0 0 0 0 0 0 0 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 1.00
PHF Adj: 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: 5 1195 10 0 0 0 0 0 0 0 0 0 0 0 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 5 1195 10 0 0 0 0 0 0 0 0 0 0 0 50

Critical Gap Module:
Critical Gap: 4.1 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 6.2
FollowUpTim: 2.2 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 3.3

Capacity Module:
Conflict Vol: 0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 603
Potent Cap.: 0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 497
Move Cap.: 0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 497

Level Of Service Module:
Stopped Del: 0.0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 13.0
LOS by Move: A * * * * * * * * * * * B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Shrd StpDel: 0.0 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
Shared LOS: A * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 13.0
ApproachLOS: * B

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

 Intersection #30 Hwy 101 at Koosbay

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 12.5
 Optimal Cycle: 45 Level Of Service: B

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Permitted Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 90 1030 0 0 1180 15 20 0 135 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: 90 1030 0 0 1180 15 20 0 135 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: 90 1030 0 0 1180 15 20 0 135 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 90 1030 0 0 1180 15 20 0 135 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 90 1030 0 0 1180 15 20 0 135 0 0 0
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.90 0.90 1.00 0.91 0.85 1.00 0.85 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 0.00 0.00 1.97 0.03 0.13 0.00 0.87 0.00 0.00 0.00
 Final Sat.: 1718 3437 0 0 3422 44 209 0 1409 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.05 0.30 0.00 0.00 0.34 0.34 0.10 0.00 0.10 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.09 0.71 0.00 0.00 0.62 0.62 0.17 0.00 0.17 0.00 0.00 0.00
 Volume/Cap: 0.56 0.42 0.00 0.00 0.56 0.56 0.56 0.00 0.56 0.00 0.00 0.00
 Uniform Del: 43.4 6.1 0.0 0.0 11.3 11.3 38.0 0.0 38.0 0.0 0.0 0.0
 IncrementDel: 4.4 0.1 0.0 0.0 0.3 0.3 2.6 0.0 2.6 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00
 Delay/Veh: 47.8 6.2 0.0 0.0 11.6 11.6 40.6 0.0 40.6 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 47.8 6.2 0.0 0.0 11.6 11.6 40.6 0.0 40.6 0.0 0.0 0.0
 DesignQueue: 5 18 0 0 27 0 1 0 6 0 0 0

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

 Intersection #31 Ocean Blvd. at Butler

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.309
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 3.7
 Optimal Cycle: 24 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: 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 0 0 0 0
 Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 0 0 0 0 5 0 50 695 20 50 680 20
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 0 5 0 50 695 20 50 680 20
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 0 5 0 50 695 20 50 680 20
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 5 0 50 695 20 50 680 20
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 0 5 0 50 695 20 50 680 20
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.94 1.00 0.84 0.79 0.79 0.79 0.78 0.78 0.78
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 0.13 1.82 0.05 0.13 1.82 0.05
 Final Sat.: 0 0 0 1787 0 1599 197 2743 79 198 2697 79
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.03 0.25 0.25 0.25 0.25 0.25
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.10 0.00 0.10 0.82 0.82 0.82 0.82 0.82 0.82
 Volume/Cap: 0.00 0.00 0.00 0.03 0.00 0.31 0.31 0.31 0.31 0.31 0.31 0.31
 Uniform Del: 0.0 0.0 0.0 40.5 0.0 41.7 2.2 2.2 2.2 2.2 2.2 2.2
 IncrementDel: 0.0 0.0 0.0 0.1 0.0 1.1 0.1 0.1 0.1 0.1 0.1 0.1
 Delay Adj: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 0.0 0.0 0.0 40.6 0.0 42.8 2.3 2.3 2.3 2.3 2.3 2.3
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 40.6 0.0 42.8 2.3 2.3 2.3 2.3 2.3 2.3
 DesignQueue: 0 0 0 0 0 0 3 1 7 0 1 7

Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #32 Hwy 101 at Newmark
 Cycle (sec): 120 Critical Vol./Cap. (X): 0.743
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.6
 Optimal Cycle: 69 Level Of Service: C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected Permitted Permitted
 Rights: Include Include Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 0 1 0 2 0 1 1 0 0 1 0 0 0 1 1 0 0
 Volume Module:
 Base Vol: 335 940 5 0 950 85 140 0 315 5 5 5
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 335 940 5 0 950 85 140 0 315 5 5 5
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 335 940 5 0 950 85 140 0 315 5 5 5
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 335 940 5 0 950 85 140 0 315 5 5 5
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 335 940 5 0 950 85 140 0 315 5 5 5
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
 Lanes: 1.00 1.99 0.01 1.00 2.00 1.00 1.00 0.00 1.00 0.34 0.33 0.33
 Final Sat.: 1736 3451 18 1900 3437 1537 1408 0 1583 512 512 512
 Capacity Analysis Module:
 Vol/Sat: 0.19 0.27 0.27 0.00 0.28 0.06 0.10 0.00 0.20 0.01 0.01 0.01
 Crit Moves: ****
 Green/Cycle: 0.26 0.63 0.63 0.00 0.37 0.37 0.27 0.00 0.27 0.27 0.27 0.27
 Volume/Cap: 0.74 0.43 0.43 0.00 0.74 0.15 0.37 0.00 0.74 0.04 0.04 0.04
 Uniform Del: 40.7 11.2 11.2 0.0 32.7 25.0 35.7 0.0 40.1 32.5 32.5 32.5
 IncrementDel: 6.5 0.1 0.1 0.0 2.4 0.1 0.6 0.0 6.9 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00
 Delay/Veh: 47.3 11.3 11.3 0.0 35.1 25.2 36.3 0.0 47.1 32.5 32.5 32.5
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 47.3 11.3 11.3 0.0 35.1 25.2 36.3 0.0 47.1 32.5 32.5 32.5
 DesignQueue: 17 25 0 0 43 4 7 0 16 0 0 0

Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #33 Newmark at Sherman
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.576
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 27.8
 Optimal Cycle: 55 Level Of Service: C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected Protected Protected
 Rights: Include Include Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1
 Volume Module:
 Base Vol: 225 135 30 10 110 65 65 460 190 10 415 5
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 225 135 30 10 110 65 65 460 190 10 415 5
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 225 135 30 10 110 65 65 460 190 10 415 5
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 225 135 30 10 110 65 65 460 190 10 415 5
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 225 135 30 10 110 65 65 460 190 10 415 5
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.94 0.96 0.96 0.95 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
 Lanes: 1.00 0.82 0.18 1.00 0.63 0.37 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1787 1497 333 1805 1127 666 1787 1881 1599 1787 1855 22
 Capacity Analysis Module:
 Vol/Sat: 0.13 0.09 0.09 0.01 0.10 0.10 0.10 0.04 0.24 0.12 0.01 0.22
 Crit Moves: ****
 Green/Cycle: 0.22 0.37 0.37 0.02 0.17 0.17 0.06 0.44 0.44 0.01 0.39 0.39
 Volume/Cap: 0.58 0.25 0.25 0.25 0.58 0.58 0.58 0.55 0.55 0.27 0.55 0.58
 Uniform Del: 34.9 22.1 22.1 48.0 38.2 38.2 45.5 20.6 17.7 49.3 24.1 24.1
 IncrementDel: 2.1 0.2 0.2 3.2 2.7 2.7 7.1 0.8 0.2 32.5 1.1 1.1
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 37.0 22.3 22.3 51.2 40.9 40.9 52.7 21.4 17.9 81.8 25.2 25.2
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 37.0 22.3 22.3 51.2 40.9 40.9 52.7 21.4 17.9 81.8 25.2 25.2
 DesignQueue: 10 5 1 1 5 3 15 6 1 15 0

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

Intersection #34 Newmark at Brussels

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 27 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 Permitted
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 0 1 0 1 0

Volume Module:
Base Vol: 5 0 10 105 0 45 110 650 5 5 450 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 0 10 105 0 45 110 650 5 5 450 150
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 0 10 105 0 45 110 650 5 5 450 150
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 5 0 10 105 0 45 110 650 5 5 450 150

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.85 1.00 0.85 0.70 1.00 0.84 0.72 0.72 0.72 0.86 0.86 0.86
Lanes: 0.33 0.00 0.67 1.00 0.00 1.00 0.29 1.70 0.01 0.02 1.49 0.49
Final Sat: 539 0 1078 1322 0 1599 393 2321 18 27 2432 811

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.01 0.08 0.00 0.03 0.28 0.28 0.28 0.19 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.20 0.00 0.20 0.20 0.00 0.20 0.72 0.72 0.72 0.72 0.72 0.72
Volume/Cap: 0.05 0.00 0.05 0.39 0.00 0.14 0.39 0.39 0.39 0.26 0.26 0.26
Uniform Del: 32.0 0.0 32.0 34.5 0.0 32.7 5.6 5.6 5.6 4.9 4.9 4.9
IncrementDel: 0.1 0.0 0.1 0.9 0.0 0.2 0.1 0.1 0.1 0.1 0.1 0.1
Delay Adj: 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 32.1 0.0 32.1 35.4 0.0 32.9 5.7 5.7 5.7 5.0 5.0 5.0
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: 32.1 0.0 32.1 35.4 0.0 32.9 5.7 5.7 5.7 5.0 5.0 5.0
DesignQueue: 0 0 0 5 0 2 2 11 0 0 0 7

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

Intersection #35 Pony Creek at Crowell

Average Delay (sec/veh): 3.5 Worst Case Level Of Service:

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 Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 50 285 0 0 190 50 60 0 55 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: 50 285 0 0 190 50 60 0 55 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: 50 285 0 0 190 50 60 0 55 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 50 285 0 0 190 50 60 0 55 0 0 0

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTime: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 240 xxxxx xxxxx xxxxx xxxxx 600 xxxxx 215 xxxxx xxxxx xxxxx
Potential Cap: 1327 xxxxx xxxxx xxxxx xxxxx 462 xxxxx 822 xxxxx xxxxx xxxxx
Move Cap: 1327 xxxxx xxxxx xxxxx xxxxx 449 xxxxx 822 xxxxx xxxxx xxxxx

Level Of Service Module:
Stopped Del: 7.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
IOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 573 xxxxx xxxxx xxxxx
Shrd StpDel: 7.8 xxxxx xxxxx xxxxx xxxxx xxxxx 12.9 xxxxx xxxxx xxxxx
Shared LOS: A *
ApproachLOS: xxxxxx xxxxxx 12.9 B B

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #36 Virginia at Harrison

Cycle (sec): 100 Critical Vel./Cap. (X): 0.408
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 12.1
 Optimal Cycle: 36 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 Protected Protected Protected Protected
 Rights: Include Include Include Include Include Include
 Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 85 5 100 15 10 10 25 890 55 35 860 5

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 85 5 100 15 10 10 25 890 55 35 860 5

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 85 5 100 15 10 10 25 890 55 35 860 5

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 85 5 100 15 10 10 25 890 55 35 860 5

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 85 5 100 15 10 10 25 890 55 35 860 5

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.68 0.68 0.83 0.85 0.85 0.85 0.85 0.93 0.92 0.92 0.91 0.91

Lanes: 0.94 0.06 1.00 0.43 0.29 0.28 1.00 1.88 0.12 1.00 1.99 0.01

Final Sat.: 1223 72 1568 691 461 461 1769 3302 204 1736 3449 20

Capacity Analysis Module:
 Vol/Sat: 0.07 0.07 0.06 0.02 0.02 0.02 0.01 0.27 0.27 0.02 0.25 0.25

Crit Moves: ***
 Green/Cycle: 0.17 0.17 0.17 0.17 0.17 0.04 0.66 0.66 0.05 0.67 0.67

Volume/Cap: 0.41 0.41 0.37 0.13 0.13 0.13 0.37 0.41 0.41 0.41 0.37 0.37

Uniform Del: 37.0 37.0 36.8 35.2 35.2 35.2 46.9 7.9 7.9 46.1 7.2 7.2

IncrementDel: 1.2 1.2 0.9 0.2 0.2 0.2 3.4 0.1 0.1 3.1 0.1 0.1

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Delay/Veh: 38.2 38.2 37.7 35.4 35.4 35.4 50.4 8.0 8.0 49.3 7.3 7.3

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 38.2 38.2 37.7 35.4 35.4 35.4 50.4 8.0 8.0 49.3 7.3 7.3

DesignQueue: 4 0 5 1 0 0 1 18 1 2 17 0

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #37 Virginia at Safeway entrance

Average Delay (sec/veh): 3.0 Worst Case Level Of Service:

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 Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 0 0 1 0 0 1 0 0 1 0 1 0 1 0 1 0 2 0 0

Volume Module:
 Base Vol: 0 0 105 0 5 0 5 800 55 115 805 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 105 0 5 0 5 800 55 115 805 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 0 105 0 5 0 5 800 55 115 805 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 0 0 105 0 5 0 5 800 55 115 805 0

Critical Gap Module:
 Critical Gap: 6.9 6.9 6.5 6.5 4.1 4.1 4.1 4.1 4.2 4.2 4.2 4.2

FollowUpTime: 3.3 3.3 4.0 4.0 2.2 2.2 2.2 2.2 2.2 2.2 2.2 2.2

Capacity Module:
 Chnlct Vol: 428 428 1900 1900 805 805 805 805 855 855 855 855

Potent Cap.: 578 578 70 70 815 815 815 815 774 774 774 774

Move Cap.: 578 578 59 59 815 815 815 815 774 774 774 774

Level Of Service Module:
 Stopped Del: 12.6 12.6 71.3 71.3 9.4 9.4 9.4 9.4 10.5 10.5 10.5 10.5

LOS by Move: * * * * * F * * * * * A * * * * * B * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4

Shrd StpDel: 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4

Shared LOS: * * * * * * * * * * A * * * * * * * * * *

ApproachDel: 12.6 12.6 71.3 71.3 F

ApproachLOS: B

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #38 Virginia at Pony Village entrance A

Average Delay (sec/veh): 1.4 Worst Case Level Of Service:

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 0 1 0 1 0 2 0 0

Volume Module:
Base Vol: 55 0 20 0 0 0 0 815 90 50 835 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: 55 0 20 0 0 0 0 815 90 50 835 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 0 20 0 0 0 0 815 90 50 835 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 55 0 20 0 0 0 0 815 90 50 835 0

Critical Gap Module:
Critical Gap: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:
Conflict Vol: 1378 xxxxx 453 xxxxx xxxxx xxxxx xxxxx 905 xxxxx xxxxx
Potential Cap.: 137 xxxxx 557 xxxxx xxxxx xxxxx xxxxx 760 xxxxx xxxxx
Move Cap.: 130 xxxxx 557 xxxxx xxxxx xxxxx xxxxx 760 xxxxx xxxxx

Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.1 xxxxx xxxxx
LOS by Move: * * * * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 164 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx 44.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * *
ApproachDel: 44.4 xxxxx * xxxxx *
ApproachLOS: E

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #39 Sherman at Hwy 101 South

Average Delay (sec/veh): 1.3 Worst Case Level Of Service:

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

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

Volume Module:
Base Vol: 0 0 0 0 20 880 230 25 70 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 20 880 230 25 70 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 0 20 880 230 25 70 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 0 20 880 230 25 70 0 0 0 0

Critical Gap Module:
Critical Gap:xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx 6.4 6.5 xxxxx xxxxx xxxxx
FollowUpTim:xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx 3.5 4.0 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 0 xxxxx xxxxx 1035 1035 xxxxx xxxxx xxxxx
Potential Cap.: xxxxx xxxxx xxxxx 0 xxxxx xxxxx 259 234 xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 0 xxxxx xxxxx 259 234 xxxxx xxxxx xxxxx

Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 240 xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 29.5 xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * *
ApproachDel: xxxxx * xxxxx * 29.5
ApproachLOS: D

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

Intersection #40 Virginia at Meade

Average Delay (sec/veh): 4.1 Worst Case Level Of Service:

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

Volume Module:
Base Vol: 5 0 15 5 0 135 270 605 0 0 775 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: 5 0 15 5 0 135 270 605 0 0 775 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: 5 0 15 5 0 135 270 605 0 0 775 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 5 0 15 5 0 135 270 605 0 0 775 10

Critical Gap Module:
Critical Gap: 7.5 xxx 6.9 7.5 xxx 6.9 4.1 xxx xxx xxx xxx xxx
FollowUpTim: 3.5 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx xxx xxx xxx

Capacity Module:
Conflict Vol: 1533 xxx 303 1623 xxx 393 785 xxx xxx xxx xxx xxx
Potent Cap.: 81 xxx 700 69 xxx 609 829 xxx xxx xxx xxx xxx
Move Cap.: 44 xxx 700 47 xxx 609 829 xxx xxx xxx xxx xxx

Level Of Service Module:
Stopped Del: 96.2 xxx xxx xxx xxx xxx 11.4 xxx xxx xxx xxx xxx
LOS by Move: F * * * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxx xxx 700 xxx 428 xxx xxx xxx xxx xxx xxx
Shrd StpDel: xxx xxx 10.3 xxx 17.5 xxx 11.4 xxx xxx xxx xxx xxx
Shared LOS: * * * * * B * * * * * C * * * * *

ApproachDel: 31.7 17.5 C
ApproachLOS: D

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

Intersection #41 Virginia at Marion

Average Delay (sec/veh): 1.6 Worst Case Level Of Service:

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

Volume Module:
Base Vol: 30 5 90 20 5 10 0 790 60 30 800 5
Growth Adj: 1.00 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 5 90 20 5 10 0 790 60 30 800 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 5 90 20 5 10 0 790 60 30 800 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 30 5 90 20 5 10 0 790 60 30 800 5

Critical Gap Module:
Critical Gap: 7.5 6.5 6.9 7.5 6.5 6.9 xxx xxx xxx xxx 4.1 xxx xxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 xxx xxx xxx xxx 2.2 xxx xxx

Capacity Module:
Conflict Vol: 1283 1685 425 1260 1713 403 xxx xxx xxx xxx 850 xxx xxx
Potent Cap.: 123 94 580 129 91 603 xxx xxx xxx xxx 784 xxx xxx
Move Cap.: 113 90 580 102 88 603 xxx xxx xxx xxx 784 xxx xxx

Level Of Service Module:
Stopped Del: xxx xxx xxx xxx xxx xxx xxx xxx xxx 9.8 xxx xxx
LOS by Move: * * * * * * * * * * A * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxx 262 xxx xxx 129 xxx xxx xxx xxx xxx xxx
Shrd StpDel: xxx 30.6 xxx xxx 42.8 xxx xxx xxx xxx xxx xxx
Shared LOS: * D * * * * * E * * * * *

ApproachDel: 30.6 42.8 E
ApproachLOS: D

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

Intersection #42 Virginia at Maple

Average Delay (sec/veh): 2.9 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

Lanes: 0 0 0 0 1 0 0 0 1 0 0 0 0 0 1 0 1

Volume Module:

Base Vol: 0 0 0 150 0 10 0 285 0 0 375 125

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 150 0 10 0 285 0 0 375 125

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 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 10 0 285 0 0 375 125

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 0 0 0 150 0 10 0 285 0 0 375 125

Critical Gap Module:

Critical Gp:xxxxx xxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx

FollowUpTm:xxxxx xxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol: xxx xxxxx xxxxx 660 xxxxx 375 xxxxx xxxxx xxxxx xxxxx

Potent Cap.: xxx xxxxx xxxxx 430 xxxxx 674 xxxxx xxxxx xxxxx xxxxx

Move Cap.: xxx xxxxx xxxxx 430 xxxxx 674 xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:

Stopped Del:xxxxx xxx xxxxx 17.8 xxxxx 10.4 xxxxx xxxxx xxxxx xxxxx

LOS by Move: * * * C * * * B * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxx xxxxx xxxxx xxx xxxxx xxxxx xxx xxxxx xxxxx xxxxx

Shrd StpDel:xxxxx xxx xxxxx xxx xxxxx xxxxx xxx xxxxx xxxxx xxxxx

Shared LOS: * * * * * * * * * * *

ApproachDel: xxxxx 17.4 C

ApproachLOS: * * * * *

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

Intersection #43 Maple at East Airport Way

Average Delay (sec/veh): 2.1 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

Lanes: 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 1 0

Volume Module:

Base Vol: 0 0 0 10 0 10 0 110 0 0 110 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

Initial Bse: 0 0 0 10 0 10 0 110 0 0 110 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

PHF Adj: 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 10 0 10 0 110 0 0 110 30

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 0 0 0 10 0 10 0 110 0 0 110 30

Critical Gap Module:

Critical Gp:xxxxx xxx xxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx

FollowUpTm:xxxxx xxx xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol: xxx xxxxx xxxxx 245 xxxxx 125 140 xxxxx xxxxx xxxxx xxxxx

Potent Cap.: xxx xxxxx xxxxx 746 xxxxx 928 1456 xxxxx xxxxx xxxxx xxxxx

Move Cap.: xxx xxxxx xxxxx 744 xxxxx 928 1456 xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:

Stopped Del:xxxxx xxx xxxxx xxxxx xxxxx 7.5 xxxxx xxxxx xxxxx xxxxx

LOS by Move: * * * * * A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxx xxxxx xxxxx xxx 826 xxxxx xxx xxxxx xxxxx xxxxx

Shrd StpDel:xxxxx xxx xxxxx xxxxx 9.5 xxxxx 7.5 xxxxx xxxxx xxxxx

Shared LOS: * * * * * A * * * * *

ApproachDel: xxxxx 9.5 A

ApproachLOS: * * * * *

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

Intersection #44 Virginia at Arthur

Average Delay (sec/veh): 0.5 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 10 0 15 0 95 0 200 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
Initial Bse: 0 0 0 10 0 15 0 95 0 200 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
PHF Adj: 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 10 0 15 0 95 0 200 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 10 0 15 0 95 0 200 15

Critical Gap Module:

Critical Gap:xxxxx xxxx xxxx 6.4 xxx 6.2 xxxx xxxx xxxx xxxx
FollowUpTim:xxxxx xxxx xxxx 3.5 xxx 3.3 xxxx xxxx xxxx xxxx

Capacity Module:

Conflict Vol: xxxx xxxx xxxx 303 xxx 208 xxxx xxxx xxxx xxxx
Potent Cap.: xxxx xxxx xxxx 693 xxx 838 xxxx xxxx xxxx xxxx
Move Cap.: xxxx xxxx xxxx 693 xxx 838 xxxx xxxx xxxx xxxx

Level Of Service Module:

Stopped Del:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move: * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx 773 xxx 773 xxxx xxxx xxxx xxxx
Shrd StpDel:xxxxx xxxx xxxx 9.8 xxx 9.8 xxxx xxxx xxxx xxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx 9.8 A
ApproachLOS: * A

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

Intersection #45 Virginia at Channel St.

Average Delay (sec/veh): 2.0 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 1 0
Volume Module:
Base Vol: 0 0 0 15 0 10 20 110 0 170 5
Growth Adj: 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 15 0 10 20 110 0 170 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 15 0 10 20 110 0 170 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 15 0 10 20 110 0 170 5

Critical Gap Module:

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

Capacity Module:

Conflict Vol: xxxx xxxx xxxx 323 xxx 173 175 xxx xxxx xxxx
Potent Cap.: xxx xxx xxx 675 xxx 876 1401 xxx xxx xxxx
Move Cap.: xxx xxx xxx 668 xxx 876 1401 xxx xxx xxxx

Level Of Service Module:

Stopped Del:xxxxx xxxx xxxx xxxx xxxx 7.6 xxx xxx xxx xxx
LOS by Move: * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx 0 xxx xxx 738 xxx xxx xxx xxx
Shrd StpDel:xxxxx xxx xxx 10.0 xxx 7.6 xxx xxx xxx xxx
Shared LOS: * * * * *
ApproachDel: xxxxxx 10.0 B
ApproachLOS: * B

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

Intersection #46 Lakeshore at Crocker

Average Delay (sec/veh): 5.0 Worst Case Level Of Service:

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

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

Volume Module:

Base Vol: 0 10 5 25 5 55 50 70 0 0 30 5
Growth Adj: 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 10 5 25 5 55 50 70 0 0 30 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 10 5 25 5 55 50 70 0 0 30 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 10 5 25 5 55 50 70 0 0 30 5

Critical Gap Module:

Critical Gap:xxxxx 6.5 6.2 7.1 6.5 6.2 4.1 xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx xxxxx xxxxx

Capacity Module:

Conflict Vol: xxxx 205 70 210 203 33 35 xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxx 695 998 745 692 1038 1576 xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxx 672 998 715 669 1038 1576 xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:

Stopped Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.4 xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx 754 xxxx 891 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx 9.9 xxxxx 9.5 xxxxx 7.4 xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * A * * A * * A * *
ApproachDel: 9.9 A 9.5 A xxxxxx
ApproachLOS: A

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

Intersection #47 Virginia at Oak

Average Delay (sec/veh): 2.0 Worst Case Level Of Service:

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

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

Volume Module:

Base Vol: 5 15 50 15 30 10 5 180 20 70 250 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: 5 15 50 15 30 10 5 180 20 70 250 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: 5 15 50 15 30 10 5 180 20 70 250 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 5 15 50 15 30 10 5 180 20 70 250 20

Critical Gap Module:

Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:

Conflict Vol: 620 610 190 633 610 260 270 xxxxx xxxxx 200 xxxxx xxxxx
Potent Cap.: 400 409 852 396 412 784 1288 xxxxx xxxxx 1378 xxxxx xxxxx
Move Cap.: 357 387 852 346 389 784 1288 xxxxx xxxxx 1378 xxxxx xxxxx

Level Of Service Module:

Stopped Del:xxxxx xxxxx xxxxx xxxxx xxxxx 7.8 xxxxx xxxxx 7.8 xxxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 628 xxxxx xxxxx 413 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx 11.5 xxxxx xxxxx 15.0 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * B * * C * * * * *
ApproachDel: 11.5 B 15.0 C xxxxxx
ApproachLOS: B

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

 Intersection #50 Empire Blvd. at Pacific

 Average Delay (sec/veh): 2.4 Worst Case Level Of Service:

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 1 0 0
 Volume Module:
 Base Vol: 0 515 25 5 560 0 0 0 0 0 0 20 0 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 1.00
 Initial Bse: 0 515 25 5 560 0 0 0 0 0 0 20 0 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 1.00
 PHF Adj: 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: 0 515 25 5 560 0 0 0 0 0 0 20 0 10
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 515 25 5 560 0 0 0 0 0 0 20 0 10
 Critical Gap Module:
 Critical Gap:xxxxx xxxx xxxx 4.1 xxxx xxxx xxxx xxxx 6.4 xxxx 6.2
 FollowUpTime:xxxxx xxxx xxxx 2.2 xxxx xxxx xxxx xxxx 3.5 xxxx 3.3
 Capacity Module:
 Conflict Vol: xxxx xxxx xxxx 540 xxxx xxxx xxxx xxxx 1098 xxxx 528
 Potent Cap.: xxxx xxxx xxxx 1023 xxxx xxxx xxxx xxxx 234 xxxx 547
 Move Cap.: xxxx xxxx xxxx 1023 xxxx xxxx xxxx xxxx 233 xxxx 547
 Level Of Service Module:
 Stopped Del:xxxxx xxxx xxxx 8.5 xxxx xxxx xxxx xxxx xxxx xxxx xxxx
 LOS by Move: * * * * * A * * * * * LT - LTR - RT LT - LTR - RT
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 288 xxxx
 Shrd StpDel:xxxxx xxxx xxxx 8.5 xxxx xxxx xxxx xxxx xxxx 19.0 xxxx
 Shared LOS: * * * * * A * * * * * C *
 ApproachDel: xxxxx xxxxxx *
 ApproachLOS: * * * * * C

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

 Intersection #51 Virginia at Hwy 101 North

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.401
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 14.1
 Optimal Cycle: 27 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: Split Phase Split Phase Split Phase Permitted Permitted
 Rights: Include Include Include Include Include
 Lanes: 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 335 790 5 0 0 0 175 30 0 0 50 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: 335 790 5 0 0 0 175 30 0 0 50 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: 335 790 5 0 0 0 175 30 0 0 50 10
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 335 790 5 0 0 0 175 30 0 0 50 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
 Final Vol.: 335 790 5 0 0 0 175 30 0 0 50 10
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.86 0.86 0.86 1.00 1.00 1.00 0.67 0.94 1.00 1.00 0.88 0.88
 Lanes: 0.89 2.10 0.01 0.00 0.00 0.00 1.00 1.00 0.00 0.00 1.67 0.33
 Final Sat.: 1447 3413 22 0 0 0 1277 1777 0 0 2792 558
 Capacity Analysis Module:
 Vol/Sat: 0.23 0.23 0.23 0.00 0.00 0.00 0.14 0.02 0.00 0.00 0.02 0.02
 Crit Moves: **** *
 Green/Cycle: 0.58 0.58 0.58 0.00 0.00 0.00 0.34 0.34 0.00 0.00 0.34 0.34
 Volume/Cap: 0.40 0.40 0.40 0.00 0.00 0.00 0.40 0.05 0.00 0.00 0.05 0.05
 Uniform Del: 11.6 11.6 11.6 0.0 0.0 0.0 25.1 22.0 0.0 0.0 22.0 22.0
 IncrementDel: 0.1 0.1 0.1 0.0 0.0 0.0 0.6 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00
 Delay/Veh: 11.7 11.7 11.7 0.0 0.0 0.0 25.7 22.0 0.0 0.0 22.1 22.1
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 11.7 11.7 11.7 0.0 0.0 0.0 25.7 22.0 0.0 0.0 22.1 22.1
 DesignQueue: 8 20 0 0 0 0 7 1 0 0 0 2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Florida at Sherman

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 34 Level Of Service: C

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

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 1 0 1 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 0 1 0 0 0 1 0 0 0

Volume Module:
Base Vol: 5 780 0 0 760 5 310 5 15 70 10 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: 5 780 0 0 760 5 310 5 15 70 10 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: 5 780 0 0 760 5 310 5 15 70 10 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 780 0 0 760 5 310 5 15 70 10 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 5 780 0 0 760 5 310 5 15 70 10 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.95 0.95 0.90 0.90 0.66 0.66 0.63 0.63 0.63 0.63
Lanes: 0.01 1.99 0.00 0.00 1.99 0.01 0.94 0.01 0.05 0.87 0.13 0.00
Final Sat.: 21 3285 0 0 3411 22 1186 19 57 1040 149 0

Capacity Analysis Module:
Vol/Sat: 0.24 0.24 0.00 0.00 0.22 0.22 0.26 0.26 0.26 0.07 0.07 0.00
Crit Moves: ****
Green/Cycle: 0.44 0.44 0.00 0.00 0.44 0.44 0.48 0.48 0.48 0.48 0.48 0.00
Volume/Cap: 0.54 0.54 0.00 0.00 0.51 0.51 0.54 0.54 0.54 0.14 0.14 0.00
Uniform Del: 20.7 20.7 0.0 0.0 20.3 20.3 18.2 18.2 18.2 14.4 14.4 0.0
IncrementDel: 0.4 0.4 0.0 0.0 0.3 0.3 1.0 1.0 1.0 0.1 0.1 0.0
Delay Adj: 1.00 1.00 0.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
Delay/Veh: 21.1 21.1 0.0 0.0 20.6 20.6 19.2 19.2 19.2 14.5 14.5 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 21.1 21.1 0.0 0.0 20.6 20.6 19.2 19.2 19.2 14.5 14.5 0.0
DesignQueue: 0 26 0 0 25 0 9 0 0 2 0 0

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Broadway at 16th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.408
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 36 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 Permitted
Rights: Include Include Include Include
Min. Green: 0
Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 10 805 30 5 665 25 30 0 10 135 15 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: 10 805 30 5 665 25 30 0 10 135 15 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: 10 805 30 5 665 25 30 0 10 135 15 10
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 805 30 5 665 25 30 0 10 135 15 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
Final Vol.: 10 805 30 5 665 25 30 0 10 135 15 10

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
Lanes: 1.00 1.93 0.07 1.00 1.93 0.07 0.75 0.00 0.25 0.85 0.09 0.06
Final Sat.: 1769 3394 126 1769 3393 128 1066 0 355 1134 126 84

Capacity Analysis Module:
Vol/Sat: 0.01 0.24 0.24 0.00 0.20 0.20 0.03 0.00 0.03 0.12 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.02 0.58 0.58 0.01 0.57 0.57 0.29 0.00 0.29 0.29 0.29 0.29
Volume/Cap: 0.34 0.41 0.41 0.41 0.34 0.34 0.10 0.00 0.10 0.41 0.41 0.41
Uniform Del: 48.6 11.5 11.5 49.4 11.4 11.4 25.8 0.0 25.8 28.5 28.5 28.5
IncrementDel: 6.9 0.1 0.1 20.7 0.1 0.1 0.1 0.0 0.1 0.7 0.7 0.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh: 55.6 11.6 11.6 70.1 11.5 11.5 25.9 0.0 25.9 29.2 29.2 29.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 55.6 11.6 11.6 70.1 11.5 11.5 25.9 0.0 25.9 29.2 29.2 29.2
DesignQueue: 1 20 1 0 17 1 1 0 0 5 1 0


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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #58 Newmark at Ocean Blvd.
*****
Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 33 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Lanes: 2 0 0 0 1 0 0 0 0 1 1 0 1 0 2 0 0 1 1 0
Volume Module:
Base Vol: 510 0 35 0 0 0 0 0 615 325 0 680 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: 510 0 35 0 0 0 0 615 325 0 680 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: 510 0 35 0 0 0 0 615 325 0 680 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 510 0 35 0 0 0 0 615 325 0 680 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 510 0 35 0 0 0 0 615 325 0 680 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 1.00 0.83 1.00 1.00 1.00 1.00 0.97 0.73 1.00 0.93 0.95
Lanes: 2.00 0.00 1.00 0.00 0.00 1.00 1.00 1.00 2.00 0.00 2.00 0.00
Final Sat.: 3432 0 1583 0 0 1900 1900 1845 2760 0 3538 0
Capacity Analysis Module:
Vol/Sat: 0.15 0.00 0.02 0.00 0.00 0.00 0.00 0.33 0.12 0.00 0.19 0.00
Crit Moves: ****
Green/Cycle: 0.28 0.00 0.28 0.00 0.00 0.00 0.00 0.64 0.64 0.00 0.64 0.00
Volume/Cap: 0.52 0.00 0.08 0.00 0.00 0.00 0.00 0.52 0.19 0.00 0.30 0.00
Uniform Del: 30.1 0.0 26.2 0.0 0.0 0.0 0.0 9.9 7.5 0.0 8.2 0.0
IncrementDel: 0.5 0.0 0.1 0.0 0.0 0.0 0.0 0.4 0.1 0.0 0.1 0.0
Delay Adj: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 1.00 0.00 1.00 0.00
Delay/Veh: 30.7 0.0 26.3 0.0 0.0 0.0 0.0 10.4 7.5 0.0 8.3 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 30.7 0.0 26.3 0.0 0.0 0.0 0.0 10.4 7.5 0.0 8.3 0.0
DesignQueue: 21 0 1 0 0 0 0 14 7 0 14 0
*****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #59 Thompson at Koosbay
*****
Average Delay (sec/veh): 5.0 Worst Case Level Of Service:
*****
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 Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 150 250 0 0 280 25 85 0 175 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: 150 250 0 0 280 25 85 0 175 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: 150 250 0 0 280 25 85 0 175 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 150 250 0 0 280 25 85 0 175 0 0 0
Critical Gap Module:
Critical Gap: 4.1 xxx xxxxxx xxxxxx xxxxxx 6.4 xxx 6.2 xxxxxx xxxxxx xxxxxx
FollowUpTime: 2.2 xxx xxxxxx xxxxxx xxxxxx 3.5 xxx 3.3 xxxxxx xxxxxx xxxxxx
Capacity Module:
Conflict Vol: 305 xxx xxxxxx xxxxxx xxxxxx 843 xxx 293 xxx xxxxxx xxxxxx
Potential Cap.: 1262 xxx xxxxxx xxxxxx xxxxxx 336 xxx 749 xxx xxxxxx xxxxxx
Move Cap.: 1262 xxx xxxxxx xxxxxx xxxxxx 305 xxx 749 xxx xxxxxx xxxxxx
Level Of Service Module:
Stopped Del: 8.2 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: A * * * * * * * * * * * * * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 508 xxx xxx xxxxxx xxxxxx
Shrd StpDel: xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 19.3 xxx xxx xxxxxx xxxxxx
Shared LOS: * * * * * * * * * * * * * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx * * * * * * * * * * * * * * * * * * * * * *
ApproachLOS: * * * * * * * * * * * * * * * * * * * * * * * * * * * *

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

 Intersection #62 Ocean Blvd. at Radar
 Average Delay (sec/veh): 3.0 Worst Case Level Of Service:

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0 0
 Volume Module:
 Base Vol: 10 0 70 0 0 0 0 390 50 75 560 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
 Initial Bse: 10 0 70 0 0 0 0 390 50 75 560 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
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 10 0 70 0 0 0 0 390 50 75 560 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 10 0 70 0 0 0 0 390 50 75 560 0
 Critical Gap Module:
 Critical Gp: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
 FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
 Capacity Module:
 Cnflct Vol: 845 xxxxx 220 xxxxx xxxxx xxxxx xxxxx 440 xxxxx xxxxx
 Potent Cap.: 302 xxxxx 784 xxxxx xxxxx xxxxx xxxxx 1116 xxxxx xxxxx
 Move Cap.: 286 xxxxx 784 xxxxx xxxxx xxxxx xxxxx 1116 xxxxx xxxxx
 Level Of Service Module:
 Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 8.5 xxxxx xxxxx
 LOS by Move: * * * * * A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx 644 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx 11.4 xxxxx xxxxx xxxxx xxxxx 8.5 xxxxx xxxxx
 Shared LOS: * B * * * * A *
 ApproachDel: 11.4 xxxxx *
 ApproachLOS: B

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

 Intersection #63 Hwy 101 at Clark
 Average Delay (sec/veh): 0.3 Worst Case Level Of Service:

 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 Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 1 0 2 0 0 0 0 1 0 0 0 1 0 0 0 0
 Volume Module:
 Base Vol: 30 1065 0 0 1035 5 10 0 15 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 30 1065 0 0 1035 5 10 0 15 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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 1065 0 0 1035 5 10 0 15 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 30 1065 0 0 1035 5 10 0 15 0 0 0
 Critical Gap Module:
 Critical Gp: 4.2 xxxxx xxxxx xxxxx xxxxx 6.8 xxxxx 6.9 xxxxx xxxxx
 FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx
 Capacity Module:
 Cnflct Vol: 1040 xxxxx xxxxx xxxxx xxxxx 1630 xxxxx 520 xxxxx xxxxx
 Potent Cap.: 658 xxxxx xxxxx xxxxx xxxxx 94 xxxxx 506 xxxxx xxxxx
 Move Cap.: 658 xxxxx xxxxx xxxxx xxxxx 91 xxxxx 506 xxxxx xxxxx
 Level Of Service Module:
 Stopped Del: 10.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: B * * * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx xxxxx xxxxx xxxxx xxxxx xxxxx 179 xxxxx xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 28.3 xxxxx xxxxx
 Shared LOS: * * * * * D *
 ApproachDel: xxxxxx *
 ApproachLOS: *

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

 Intersection #64 Hwy 101 at Casino entrance

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.489
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
 Optimal Cycle: 40 Level Of Service: B

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected Permitted Permitted
 Rights: Include Include Include Include Include Include
 Min. Green: 1 0 2 0 1 1 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 1 1 0 0 0 1 0 0 0 0 0 1 0 0 0
 Volume Module:
 Base Vol: 5 960 110 50 860 0 10 20 10 110 10 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: 5 960 110 50 860 0 10 20 10 110 10 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: 5 960 110 50 860 0 10 20 10 110 10 50
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 960 110 50 860 0 10 20 10 110 10 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
 Final Vol.: 5 960 110 50 860 0 10 20 10 110 10 50
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.91 0.91 0.82 0.91 0.91 0.95 0.90 0.90 0.90 0.72 0.72 0.72
 Lanes: 1.00 2.00 1.00 1.00 2.00 0.00 0.25 0.50 0.25 0.65 0.06 0.29
 Final Sat.: 1736 3473 1554 1736 3473 0 428 856 428 880 80 400
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.28 0.07 0.03 0.25 0.00 0.02 0.02 0.02 0.13 0.13 0.13
 Crit Moves: ****
 Green/Cycle: 0.01 0.57 0.57 0.06 0.62 0.00 0.26 0.26 0.26 0.26 0.26
 Volume/Cap: 0.40 0.49 0.13 0.49 0.40 0.00 0.09 0.09 0.09 0.49 0.49
 Uniform Del: 49.4 13.1 10.2 45.6 9.7 0.0 28.4 28.4 28.4 31.7 31.7
 IncrementDel: 19.8 0.2 0.1 3.6 0.1 0.0 0.1 0.1 0.1 1.1 1.1
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 69.3 13.2 10.2 49.2 9.9 0.0 28.5 28.5 28.5 32.7 32.7
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 69.3 13.2 10.2 49.2 9.9 0.0 28.5 28.5 28.5 32.7 32.7
 DesignQueue: 0 25 3 3 19 0 0 1 0 5 0 2

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

 Intersection #65 Libby at Wilshire

 Average Delay (sec/veh): 3.4 Worst Case Level Of Service:

 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 Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include Include Include
 Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 0 0 0 0 45 0 25 25 90 0 0 60 60
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 0 45 0 25 25 90 0 0 60 60
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 0 45 0 25 25 90 0 0 60 60
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 0 45 0 25 25 90 0 0 60 60
 Critical Gap Module:
 Critical Gap: 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4
 FollowUpTim: 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5
 Capacity Module:
 Conflict Vol: 230 230 230 230 230 230 230 230 230 230 230 230
 Potent Cap.: 968 968 968 968 968 968 968 968 968 968 968 968
 Move Cap.: 968 968 968 968 968 968 968 968 968 968 968 968
 Level Of Service Module:
 Stopped Del: 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5 7.5
 LOS by Move: *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: 814 814 814 814 814 814 814 814 814 814 814 814
 Shrd StpDel: 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8
 Shared LOS: *
 ApproachDel: 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8
 ApproachLOS: *

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

Intersection #68 Hwy 101 at Trans Pacific

Average Delay (sec/veh): 1.4 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Include Include Include

Lanes: 1 0 1 0 0 0 1 0 1 0 0 1 0 0 0 0 0 0

Volume Module:

Base Vol: 30 640 0 0 575 0 10 0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Growth Adj: 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: 30 640 0 0 575 0 10 0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

User Adj: 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: 30 640 0 0 575 0 10 0 90 0 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol: 30 640 0 0 575 0 10 0 90 0 0 0 0 0 0 0 0

Critical Gap Module:

Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx 6.5 xxxxx 6.3 xxxxx xxxxx xxxxx xxxxx

FollowUpTm: 2.2 xxxxx xxxxx xxxxx xxxxx 3.6 xxxxx 3.4 xxxxx xxxxx xxxxx xxxxx

Capacity Module:

Conflict Vol: 575 xxxxx xxxxx xxxxx xxxxx 1275 xxxxx 575 xxxxx xxxxx xxxxx xxxxx

Potent Cap: 988 xxxxx xxxxx xxxxx xxxxx 176 xxxxx 501 xxxxx xxxxx xxxxx xxxxx

Move Cap: 988 xxxxx xxxxx xxxxx xxxxx 172 xxxxx 501 xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:

Stopped Del: 8.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

LOS By Move: A *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 421 xxxxx xxxxx xxxxx xxxxx

Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 16.2 xxxxx xxxxx xxxxx xxxxx

Shared LOS: *

ApproachDel: xxxxx *

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

Intersection #70 1st at Hall NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.356

Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 3.7

Optimal Cycle: 26 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: Split Phase Split Phase Split Phase Split Phase

Rights: Include Include Include Include

Lanes: 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 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: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 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

Final Vol: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88

Lanes: 0.14 2.85 0.01 0.00 0.00 0.00 0.00 0.89 0.11 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Final Sat: 238 4734 17 0 0 0 0 1165 146 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.29 0.29 0.29 0.29 0.29 0.29 0.29 0.03 0.03 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Crit Moves: ****

Green/Cycle: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.10 0.10 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Volume/Cap: 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.00 0.00 0.00 0.00 0.00 0.00 0.00

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

Intersection #70 1st at Hall NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.356

Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 3.7

Optimal Cycle: 26 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: Split Phase Split Phase Split Phase Split Phase

Rights: Include Include Include Include

Lanes: 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 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: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 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

Final Vol: 70 1390 5 0 0 0 0 40 5 0 0 0 0 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.69 0.69 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.14 2.85 0.01 0.00 0.00 0.00 0.00 0.89 0.11 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Final Sat: 238 4734 17 0 0 0 0 1165 146 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.29 0.29 0.29 0.29 0.29 0.29 0.29 0.03 0.03 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Crit Moves: ****

Green/Cycle: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.10 0.10 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Volume/Cap: 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.00 0.00 0.00 0.00 0.00 0.00 0.00

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

Intersection #72 Virginia at Pony Village entrance B
Average Delay (sec/veh): 1.7 Worst Case Level Of Service:

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 Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 1 0 0 0 0 0 0 0 0 0 0 1 1 0 1 0 2 0 0
Volume Module:
Base Vol: 35 0 100 0 0 0 0 725 70 95 850 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 0 100 0 0 0 0 725 70 95 850 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: 35 0 100 0 0 0 0 725 70 95 850 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 35 0 100 0 0 0 0 725 70 95 850 0
Critical Gap Module:
Critical Gp: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 1375 xxxxx 398 xxxxx xxxxx xxxxx xxxxx 795 xxxxx xxxxx
Potent Cap: 136 xxxxx 602 xxxxx xxxxx xxxxx xxxxx 822 xxxxx xxxxx
Move Cap: 124 xxxxx 602 xxxxx xxxxx xxxxx xxxxx 822 xxxxx xxxxx
Level Of Service Module:
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.9 xxxxx xxxxx
LOS by Move: * * * * * * * * * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxx 302 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 26.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * *
ApproachDel: 26.3 xxxxx xxxxx
ApproachLOS: D

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

Intersection #71 Broadway at 17th
Average Delay (sec/veh): 0.6 Worst Case Level Of Service:

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 Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 0 0 1 1 0 0
Volume Module:
Base Vol: 30 805 10 10 770 30 10 0 25 10 5 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 805 10 10 770 30 10 0 25 10 5 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 805 10 10 770 30 10 0 25 10 5 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 30 805 10 10 770 30 10 0 25 10 5 5
Critical Gap Module:
Critical Gp: 4.1 xxxxx xxxxx 7.5 xxxxx 6.9 7.5 6.5 6.9
FollowUpTim: 2.2 xxxxx xxxxx 3.5 xxxxx 3.3 3.5 4.0 3.3
Capacity Module:
Conflict Vol: 800 xxxxx xxxxx 1270 xxxxx 400 1275 1690 408
Potent Cap: 819 xxxxx xxxxx 127 xxxxx 605 126 94 599
Move Cap: 819 xxxxx xxxxx 116 xxxxx 605 116 90 599
Level Of Service Module:
Stopped Del: 9.6 xxxxx xxxxx 9.5 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx 275 xxxxx xxxxx 133 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 20.0 xxxxx xxxxx 36.7 xxxxx
Shared LOS: * * * * * * * * * * C * *
ApproachDel: xxxxx 20.0 C
ApproachLOS: C

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #73 Coos River Hwy at Olive Barber Rd

Average Delay (sec/veh): 2.5 Worst Case Level Of Service:

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

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

Volume Module:

Base Vol: 0 590 145 10 290 0 0 0 0 0 90 0 10
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 590 145 10 290 0 0 0 0 90 0 10
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 590 145 10 290 0 0 0 0 90 0 10
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 590 145 10 290 0 0 0 0 90 0 10

Critical Gap Module:

Critical Gap:xxxxx xxxx xxxx 4.1 xxxx xxxx xxxx xxxx 6.5 xxxx 6.3
 FollowUpTim:xxxxx xxxx xxxx 2.2 xxxx xxxx xxxx xxxx 3.6 xxxx 3.4

Capacity Module:

Conflict Vol: xxxx xxxx xxxx 735 xxxx xxxx xxxx xxxx 973 xxxx 663
 Potent Cap.: xxxx xxxx xxxx 866 xxxx xxxx xxxx xxxx 275 xxxx 455
 Move Cap.: xxxx xxxx xxxx 866 xxxx xxxx xxxx xxxx 273 xxxx 455

Level Of Service Module:

Stopped Del:xxxxx xxxx xxxx 9.2 xxxx xxxx xxxx xxxx 24.6 xxxx 13.1
 LOS by Move: * * * * * A * * * * * C * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
 Shrd StpDel:xxxxx xxxx xxxx 9.2 xxxx xxxx xxxx xxxx
 Shared LOS: * * * * * A * * * * * * * * * *
 ApproachDel: xxxxxx xxxxxx 23.4
 ApproachLOS: * * * * * C

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #74 Ocean Blve at Laclair

Average Delay (sec/veh): 2.4 Worst Case Level Of Service:

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

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

Volume Module:

Base Vol: 0 0 0 0 25 0 50 30 420 0 0 555 75
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 0 25 0 50 30 420 0 0 555 75
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 0 25 0 50 30 420 0 0 555 75
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 0 0 0 25 0 50 30 420 0 0 555 75

Critical Gap Module:

Critical Gap:xxxxx xxxx xxxx 6.8 xxxx 6.9 4.2 xxxx xxxx xxxx xxxx
 FollowUpTim:xxxxx xxxx xxxx 3.5 xxxx 3.3 2.2 xxxx xxxx xxxx xxxx

Capacity Module:

Conflict Vol: xxxx xxxx xxxx 863 xxxx 315 630 xxxx xxxx xxxx
 Potent Cap.: xxxx xxxx xxxx 294 xxxx 681 942 xxxx xxxx xxxx
 Move Cap.: xxxx xxxx xxxx 287 xxxx 681 942 xxxx xxxx xxxx

Level Of Service Module:

Stopped Del:xxxxx xxxx xxxx xxxx xxxx 8.9 xxxx xxxx xxxx xxxx
 LOS by Move: * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxx xxxx 467 xxxx xxxx xxxx xxxx
 Shrd StpDel:xxxxx xxxx xxxx xxxx 14.2 xxxx 8.9 xxxx xxxx xxxx
 Shared LOS: * * * * * B * * * * * A * * * * *
 ApproachDel: xxxxxx 14.2
 ApproachLOS: * * * * * B

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #75 Central at 7th
*****
Cycle (sec): 1 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 0 (Y.R = 4 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 0 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: Yield Sign Yield Sign Stop Sign Stop Sign
Rights: Include Channel Channel Include
Lanes: 0 0 0 0 0 1 0 0 2 0 0 0 2 0 1 0 0 0

Volume Module:
Base Vol: 0 0 5 95 480 0 0 620 10 60 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
Initial Bse: 0 0 5 95 480 0 0 620 10 60 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
PHF Adj: 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 5 95 480 0 0 620 10 60 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 5 95 480 0 0 620 10 60 0

Saturation Flow Module:
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0
Adjustment: 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 0.05 0.95 2.00 0.00 0.00 2.00 0.14 0.86 0.00
Final Sat: 0 0 0 22 419 882 0 0 1030 120 723 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.23 0.23 0.54 0.00 0.00 0.60 0.08 0.08 0.00
Crit Moves: ***
Green/Cycle: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Volume/Cap: 0.00 0.00 0.00 0.23 0.23 0.54 0.00 0.00 0.60 0.08 0.08 0.00
Delay/Veh: 0.0 0.0 0.0 2.4 2.4 7.9 0.0 0.0 9.8 1.4 1.4 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 2.4 2.4 7.9 0.0 0.0 9.8 1.4 1.4 0.0
DesignQueue: 0 0 0 0 0 0 0 0 0 0 0 0
*****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #76 Coos River Hwy at Edwards
*****
Average Delay (sec/veh): 2.6 Worst Case Level Of Service:
*****
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 Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 0 1 0 0 0 0 0 0 1 0 1 0 0 0 0

Volume Module:
Base Vol: 0 0 5 0 0 0 0 0 755 25 45 365 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 5 0 0 0 0 0 755 25 45 365 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 0 5 0 0 0 0 0 755 25 45 365 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 5 0 0 0 0 0 755 25 45 365 0

Critical Gap Module:
Critical Gap:xxxxx xxxxx 6.2 xxxxxx xxxxx xxxxxx xxxxxx xxxxxx 4.1 xxxxx xxxxxx
FollowUpTim:xxxxx xxxxx 3.3 xxxxxx xxxxx xxxxxx xxxxxx xxxxxx 2.2 xxxxx xxxxxx

Capacity Module:
Conflict Vol: xxxxx xxxxx 755 xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 780 xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx 412 xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 824 xxxxx xxxxxx
Move Cap.: xxxxx xxxxx 412 xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 824 xxxxx xxxxxx

Level Of Service Module:
Stopped Del:xxxxx xxxxx 13.8 xxxxxx xxxxx xxxxxx xxxxxx xxxxxx 9.6 xxxxx xxxxxx
LOS by Move: * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: 13.8 xxxxxx
ApproachLOS: B
*****

```

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #77 Coos River Hwy at Mullen

Average Delay (sec/veh): 1.0 Worst Case Level Of Service:
 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 Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 0 1 0 1 0 0 0 0 1 0 0 0 0 0 1 0 0

Volume Module:
 Base Vol: 0 5 45 10 0 0 5 715 0 0 370 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
 Initial Bse: 0 5 45 10 0 0 5 715 0 0 370 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
 PHF Adj: 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 5 45 10 0 0 5 715 0 0 370 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 5 45 10 0 0 5 715 0 0 370 0

Critical Gap Module:
 Critical Gap: 6.6 6.3 7.3 7.3 7.3 7.3 7.3 7.3 7.3 7.3 7.3
 FollowUpTim: 4.1 3.4 3.7 3.7 3.7 3.7 3.7 3.7 3.7 3.7 3.7

Capacity Module:
 Conflict Vol: 715 1120 1095 715 1120 1095 715 1120 1095 715 1120 1095
 Potent Cap.: 209 422 422 209 422 422 209 422 422 209 422 422
 Move Cap.: 208 422 422 208 422 422 208 422 422 208 422 422

Level Of Service Module:
 Stopped Del: 15.8 31.4 31.4 15.8 31.4 31.4 15.8 31.4 31.4 15.8 31.4 31.4
 LOS by Move: C C C C C C C C C C C C
 Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R
 Shared Cap.: 383 383 383 383 383 383 383 383 383 383 383 383
 Shrd StpDel: 15.8 15.8 15.8 15.8 15.8 15.8 15.8 15.8 15.8 15.8 15.8 15.8
 Shared LOS: C C C C C C C C C C C C
 ApproachDel: 15.8 31.4 31.4 15.8 31.4 31.4 15.8 31.4 31.4 15.8 31.4 31.4
 ApproachLOS: C C C C C C C C C C C C

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #78 Hwy 101 at Edwards

Average Delay (sec/veh): 0.5 Worst Case Level Of Service:
 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 Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0

Volume Module:
 Base Vol: 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 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 1.00
 Initial Bse: 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 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 1.00
 PHF Adj: 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
 PHF Volume: 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10 0

Critical Gap Module:
 Critical Gap: 7.5 6.9 7.7 6.9 7.7 6.9 7.7 6.9 7.7 6.9 7.7 6.9 7.7 6.9 7.7 6.9 7.7
 FollowUpTim: 3.5 3.3 3.6 3.3 3.6 3.3 3.6 3.3 3.6 3.3 3.6 3.3 3.6 3.3 3.6 3.3 3.6

Capacity Module:
 Conflict Vol: 1488 550 1330 550 1330 550 1330 550 1330 550 1330 550 1330 550 1330 550 1330 550
 Potent Cap.: 88 484 103 484 103 484 103 484 103 484 103 484 103 484 103 484 103 484
 Move Cap.: 87 484 101 484 101 484 101 484 101 484 101 484 101 484 101 484 101 484

Level Of Service Module:
 Stopped Del: 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3
 LOS by Move: D D D D D D D D D D D D D D D D D D
 Movement: L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R L - T - R
 Shared Cap.: 147 121 121 147 121 121 147 121 121 147 121 121 147 121 121 147 121 121
 Shrd StpDel: 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2
 Shared LOS: D D D D D D D D D D D D D D D D D D
 ApproachDel: 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3 42.3 33.2 42.3 42.3
 ApproachLOS: D D D D D D D D D D D D D D D D D D

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #79 11th at Elrod

Average Delay (sec/veh): 6.7 Worst Case Level Of Service:

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

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

Volume Module:
 Base Vol: 0 0 100 0 0 0 0 0 10 0 90 30 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 100 0 0 0 0 0 10 0 90 30 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 0 100 0 0 0 0 0 10 0 90 30 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 100 0 0 0 0 0 10 0 90 30 0

Critical Gap Module:
 Critical Gap:xxxx xxxx 6.2 xxxxx xxxx xxxxx xxxx xxxxx 4.1 xxxxx xxxxx

FollowUpTm:xxxx xxxx 3.3 xxxxx xxxx xxxxx xxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:
 Conflict Vol: xxxx xxxx 10 xxxx xxxx xxxxx xxxx xxxxx 10 xxxx xxxxx

Potent Cap.: xxxx xxxx 1071 xxxx xxxx xxxxx xxxx xxxxx 1616 xxxx xxxxx

Move Cap.: xxxx xxxx 1071 xxxx xxxx xxxxx xxxx xxxxx 1616 xxxx xxxxx

Level Of Service Module:
 Stopped Del:xxxx xxxx 8.7 xxxxx xxxx xxxxx xxxx xxxxx 7.4 xxxxx 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 xxxxx 7.4 xxxxx xxxxx

Shrd StpDel:xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxxx 7.4 xxxxx xxxxx

Shared LOS: * * * * * * * * * * * A * * * * *

ApproachDel: 8.7 A

ApproachLOS: A

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #80 US 101/Coos River Hwy (Bunker Hill)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.616
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.7
 Optimal Cycle: 50 Level Of Service: C

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

Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Lanes: 1 0 0 0 0 0 0 0 2 2 0 0 0 0 0 0 0 0

Volume Module:
 Base Vol: 0 0 0 0 0 0 370 715 0 0 750 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 0 0 0 370 715 0 0 750 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 0 0 0 0 0 370 715 0 0 750 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 0 0 370 715 0 0 750 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 0 0 0 370 715 0 0 750 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00

Final Sat.: 1900 0 0 0 0 0 2842 3502 0 0 3610 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.13 0.20 0.00 0.00 0.00 0.21

Crit Moves: ****

Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.21 0.33 0.00 0.00 0.00 0.34

Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.62 0.62 0.00 0.00 0.00 0.62

Uniform Del: 0.0 0.0 0.0 0.0 0.0 0.0 35.8 28.1 0.0 0.0 0.0 27.7

IncrementDel: 0.0 0.0 0.0 0.0 0.0 0.0 1.9 1.0 0.0 0.0 0.0 1.0

Delay Adj: 0.00 0.00 0.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 0.00 1.00

Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 37.7 29.1 0.0 0.0 0.0 28.7

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 37.7 29.1 0.0 0.0 0.0 28.7

DesignQueue: 0 0 0 0 0 0 17 28 0 0 0 29

Scenario Report

Scenario:

AM existing
 AM existing
 Default Geometry
 Default Impact Fee
 Default Trip Generation
 Default Trip Distribution
 Default Paths
 Default Routes
 Default Configuration

Impact Analysis Report
 Level Of Service

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 1 6th at D St.	F 76.3 0.000	F 76.3 0.000	+ 0.000 V/C
# 8 Hwy 101 at 1st	B 0.8 0.000	B 0.8 0.000	+ 0.000 V/C
# 13 10th at Central	C 21.4 0.457	C 21.4 0.457	+ 0.000 D/V
# 16 Commercial at Broadway	B 14.4 0.337	B 14.4 0.337	+ 0.000 D/V
# 25 Bayshore at Commercial	A 0.0 0.000	A 0.0 0.000	+ 0.000 V/C
# 28 Bayshore at Fir	A 0.0 0.000	A 0.0 0.000	+ 0.000 V/C
# 29 Broadway at Fir	B 0.1 0.000	B 0.1 0.000	+ 0.000 V/C
# 36 Virginia at Harrison	A 9.9 0.277	A 9.9 0.277	+ 0.000 D/V
# 40 Virginia at Meade	C 3.5 0.000	C 3.5 0.000	+ 0.000 V/C
# 43 Maple at East Airport Way	B 0.1 0.000	B 0.1 0.000	+ 0.000 V/C
# 51 Virginia at Hwy 101 North	B 10.9 0.235	B 10.9 0.235	+ 0.000 D/V
# 52 Virginia at Hwy 101 South	B 16.9 0.364	B 16.9 0.364	+ 0.000 D/V
# 56 Broadway at Newmark	C 34.3 0.644	C 34.3 0.644	+ 0.000 D/V
# 58 Newmark at Ocean Blvd.	B 13.1 0.220	B 13.1 0.220	+ 0.000 D/V
# 61 Ocean Blvd. at Woodland	B 18.3 0.382	B 18.3 0.382	+ 0.000 D/V
# 66 Hwy 101 at E Bay Dr.	B 13.2 0.562	B 13.2 0.562	+ 0.000 D/V

Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #1 6th at D St.

Average Delay (sec/veh): 76.3 Worst Case Level Of Service:

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 Yield Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 1 0 0 1 0 0 0 0 1 0 0 0
Volume Module:
Base Vol: 215 0 90 0 10 0 0 10 220 350 40 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
Initial Bse: 215 0 90 0 10 0 10 220 350 40 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 215 0 90 0 10 0 10 220 350 40 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 215 0 90 0 10 0 10 220 350 40 0
Critical Gap Module:
Critical Gp: 4.3 xxx xxxxxx xxxxxx 6.6 6.3 7.2 6.6 xxxxxx
FollowUpTim: 2.3 xxx xxxxxx xxxxxx 4.1 3.4 3.6 4.1 xxxxxx
Capacity Module:
Conflict Vol: 10 xxx xxxxxx xxxxxx 530 10 555 440 xxxxxx
Potent Cap: 1529 xxx xxxxxx xxxxxx 439 1040 436 505 xxxxxx
Move Cap: 1529 xxx xxxxxx xxxxxx 369 1040 296 424 xxxxxx
Level Of Service Module:
Stopped Del: 7.7 xxx xxxxxx xxxxxx 9.9 9.9 182.7
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxx xxxxxx xxxxxx 964 305 xxxxxx
Shrd StpDel: 7.7 xxx xxxxxx xxxxxx 9.9 182.7
Shared LOS: A * * * * *
ApproachDel: xxxxxx
ApproachLOS: *

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Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #8 Hwy 101 at 1st

Average Delay (sec/veh): 0.8 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 1 0 0 0 0
Volume Module:
Base Vol: 170 1540 0 0 670 5 0 0 75 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 170 1540 0 0 670 5 0 0 75 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 1540 0 0 670 5 0 0 75 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 170 1540 0 0 670 5 0 0 75 0 0 0
Critical Gap Module:
Critical Gp: 4.3 xxx xxxxxx xxxxxx 7.3 xxxxxx
FollowUpTim: 2.3 xxx xxxxxx xxxxxx 3.5 xxxxxx
Capacity Module:
Conflict Vol: 675 xxx xxxxxx xxxxxx 338 xxxxxx
Potent Cap: 873 xxx xxxxxx xxxxxx 614 xxxxxx
Move Cap: 873 xxx xxxxxx xxxxxx 614 xxxxxx
Level Of Service Module:
Stopped Del: 10.1 xxx xxxxxx xxxxxx 11.7 xxxxxx
LOS by Move: B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxx xxxxxx xxxxxx xxxxxx
Shrd StpDel: xxxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx
ApproachLOS: *

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Level Of Service Computation Report													
2000 HCM Operations Method (Base Volume Alternative)													
Intersection #13 10th at Central													
Cycle (sec):	100	Critical Vol./Cap. (X):										0.457	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):										21.4	
Optimal Cycle:	38	Level Of Service:										C	
Approach:	North Bound	South Bound	East Bound	West Bound									
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
Volume Module:													
Base Vol:	225	90	10	100	35	20	5	425	80	5	305	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	1.00
Initial Bse:	225	90	10	100	35	20	5	425	80	5	305	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	1.00
PHF Adj:	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:	225	90	10	100	35	20	5	425	80	5	305	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	90	10	100	35	20	5	425	80	5	305	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	1.00
MLF Adj:	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
Final Vol:	225	90	10	100	35	20	5	425	80	5	305	10	10
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.96	0.96	0.92	0.92	0.92	0.93	0.93	0.79	0.82	0.82	0.82	0.82
Lanes:	1.00	0.90	0.10	1.00	0.64	0.36	0.01	0.99	1.00	0.03	1.91	0.06	0.06
Final Sat:	1753	1636	182	1753	1109	634	21	1752	1510	49	2982	98	98
Capacity Analysis Module:													
Vol/Sat:	0.13	0.06	0.06	0.06	0.03	0.03	0.24	0.24	0.05	0.10	0.10	0.10	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.28	0.17	0.17	0.18	0.07	0.07	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.46	0.32	0.32	0.32	0.46	0.46	0.46	0.46	0.10	0.19	0.19	0.19	0.19
Delay/Veh:	30.4	36.9	36.9	36.4	47.5	47.5	14.9	14.9	11.7	12.3	12.3	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	36.9	36.9	36.4	47.5	47.5	14.9	14.9	11.7	12.3	12.3	12.3	12.3
DesignQueue:	9	4	0	5	2	1	0	12	2	0	8	0	0

Level Of Service Computation Report													
2000 HCM Operations Method (Base Volume Alternative)													
Intersection #16 Commercial at Broadway													
Cycle (sec):	100	Critical Vol./Cap. (X):		0.337									
Loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):		14.4									
Optimal Cycle:	25	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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0	0 0 2 0 1	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
Volume Module:													
Base Vol:	0	0	0	0	685	120	0	0	0	0	0	10	325
Growth Adj:	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	0	0	0	685	120	0	0	0	0	0	10	325
User Adj:	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:	0	0	0	0	685	120	0	0	0	0	0	10	325
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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
Final Vol.:	0	0	0	0	685	120	0	0	0	0	0	10	325
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	0.86	0.77	1.00	1.00	1.00	0.89	0.89	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.06	1.94	0.00	0.00
Final Sat.:	0	0	0	0	3253	1455	0	0	0	101	3275	0	0
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.21	0.08	0.00	0.00	0.00	0.10	0.10	0.00	0.00
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***	***
Green/Cycle:	0.00	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.29	0.29	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.34	0.13	0.00	0.00	0.00	0.34	0.34	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	9.0	7.7	0.0	0.0	0.0	27.8	27.8	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	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	9.0	7.7	0.0	0.0	0.0	27.8	27.8	0.0	0.0
DesignQueue:	0	0	0	0	15	3	0	0	0	0	13	0	0

Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #29 Broadway at Fir

Average Delay (sec/veh): 0.1 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0
Volume Module:
Base Vol: 0 0 0 0 835 0 0 0 0 0 0 0 10 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 0 0 0 835 0 0 0 0 0 0 0 10 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 0 0 0 835 0 0 0 0 0 0 0 10 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 0 835 0 0 0 0 0 0 0 10 0 0 0
Critical Gap Module:
Critical Gap:xxxxx xxxx xxxx xxxx xxxx xxxx 6.5 xxxx xxxxxx
FollowUpTim:xxxxx xxxx xxxx xxxx xxxx xxxx 3.6 xxxx xxxxxx
Capacity Module:
Conflict Vol: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 418 xxxxx xxxxxx
Potent Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 579 xxxxx xxxxxx
Move Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 579 xxxxx xxxxxx
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx 11.3 xxxxx xxxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: *
ApproachDel: xxxxxx
ApproachLOS: *

Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #36 Virginia at Harrison

Cycle (sec): 100 Critical Vol./Cap. (X): 0.277
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 30 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 Permitted
Rights: Include Include Include Include
Lanes: 0 1 0 0 1 0 1 0 0 0 1 0 1 0 1 0 1 0 1 0
Volume Module:
Base Vol: 30 0 65 5 5 0 5 570 25 40 640 5
Growth Adj: 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: 30 0 65 5 5 0 5 570 25 40 640 5
User Adj: 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: 30 0 65 5 5 0 5 570 25 40 640 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 0 65 5 5 0 5 570 25 40 640 5
PCB Adj: 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
Final Vol: 30 0 65 5 5 0 5 570 25 40 640 5
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.74 1.00 0.83 0.91 0.91 1.00 0.88 0.87 0.87 0.90 0.90 0.90 0.90 0.90 0.90 0.90
Lanes: 1.00 0.00 1.00 0.50 0.50 0.00 1.00 1.92 0.08 1.00 1.98 0.02
Final Sat.: 1410 0 1568 865 865 0 1671 3183 140 1718 3407 27
Capacity Analysis Module:
Vol/Sat: 0.02 0.00 0.04 0.01 0.01 0.00 0.00 0.18 0.18 0.02 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.15 0.00 0.15 0.15 0.15 0.00 0.01 0.65 0.65 0.08 0.72 0.72
Volume/Cap: 0.14 0.00 0.28 0.04 0.04 0.00 0.26 0.28 0.28 0.28 0.26 0.26
Delay/Veh: 37.3 0.0 38.4 36.4 36.4 0.0 56.2 7.7 7.7 44.0 4.9 4.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 37.3 0.0 38.4 36.4 36.4 0.0 56.2 7.7 7.7 44.0 4.9 4.9
DesignQueue: 1 0 3 0 0 0 0 12 1 2 10 0

Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #40 Virginia at Meade

Average Delay (sec/veh): 3.5 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 1 0 0 1 0 0 0 0 1 0 0 0 0 0 1 1 0
Volume Module:
Base Vol: 15 0 15 10 0 120 170 405 0 0 570 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
Initial Bse: 15 0 15 10 0 120 170 405 0 0 570 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 0 15 10 0 120 170 405 0 0 570 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 15 0 15 10 0 120 170 405 0 0 570 10
Critical Gap Module:
Critical Gp: 7.6 xxx 7.0 7.5 xxx 6.9 4.2 xxx xxx xxx xxx xxx
FollowUpTim: 3.5 xxx 3.3 3.5 xxx 3.3 2.3 xxx xxx xxx xxx xxx
Capacity Module:
Conflict Vol: 1030 xxx 203 118 xxx 290 580 xxx xxx xxx xxx xxx
Potential Cap.: 186 xxx 801 163 xxx 710 956 xxx xxx xxx xxx xxx
Move Cap.: 131 xxx 801 136 xxx 710 956 xxx xxx xxx xxx xxx
Level Of Service Module:
Stopped Del: 35.9 xxx xxx xxx xxx xxx 9.6 xxx xxx xxx xxx xxx
LOS by Move: E * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx 801 xxx 536 xxx xxx xxx xxx xxx
Shrd StpDel: xxx xxx 9.6 xxx 13.9 xxx 9.6 xxx xxx xxx xxx
Shared LOS: * A * * * A * * * * *
ApproachDel: 22.7 13.9 xxx xxx xxx xxx
ApproachLOS: C B

Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #43 Maple at East Airport Way

Average Delay (sec/veh): 0.1 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 5 0 0 110 0 0 110 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
Initial Bse: 0 0 0 5 0 0 110 0 0 110 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
PHF Adj: 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 5 0 0 110 0 0 110 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 5 0 0 110 0 0 110 30
Critical Gap Module:
Critical Gp: xxx xxx xxx xxx 6.6 xxx xxx xxx xxx xxx xxx
FollowUpTim: xxx xxx xxx xxx 3.7 xxx xxx xxx xxx xxx xxx
Capacity Module:
Conflict Vol: xxx xxx xxx 235 xxx xxx xxx xxx xxx xxx
Potential Cap.: xxx xxx xxx 721 xxx xxx xxx xxx xxx xxx
Move Cap.: xxx xxx xxx 721 xxx xxx xxx xxx xxx xxx
Level Of Service Module:
Stopped Del: xxx xxx xxx xxx 10.0 xxx xxx xxx xxx xxx xxx
LOS by Move: * * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxx xxx 10.0 xxx xxx
ApproachLOS: * B

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

Intersection #51 Virginia at Hwy 101 North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.235
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 22 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 1 1 0 0 0 0 0 0 1 0 1 0 0 0 0 0 1 1 0

Volume Module:
Base Vol: 230 405 40 0 0 0 80 50 0 0 10 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 230 405 40 0 0 0 80 50 0 0 10 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 230 405 40 0 0 0 80 50 0 0 10 5
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 230 405 40 0 0 0 80 50 0 0 10 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 230 405 40 0 0 0 80 50 0 0 10 5

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.79 0.79 0.79 1.00 1.00 1.00 0.67 0.89 1.00 0.75 0.75 0.67
Lanes: 1.00 1.82 0.18 0.00 0.00 0.00 1.00 1.00 0.00 0.00 1.33 0.67
Final Sat: 1503 2735 270 0 0 0 1271 1682 0 0 1905 952

Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.15 0.00 0.00 0.00 0.06 0.03 0.00 0.00 0.01 0.01
Crit Moves: ****
Green/Cycle: 0.65 0.65 0.65 0.00 0.00 0.00 0.27 0.27 0.00 0.00 0.27 0.27
Volume/Cap: 0.23 0.23 0.23 0.00 0.00 0.00 0.23 0.11 0.00 0.00 0.02 0.02
Delay/Veh: 7.2 7.1 7.1 0.0 0.0 0.0 28.9 27.7 0.0 0.0 26.9 26.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 7.2 7.1 7.1 0.0 0.0 0.0 28.9 27.7 0.0 0.0 26.9 26.9
DesignQueue: 5 8 1 0 0 0 3 2 0 0 0 0

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

Intersection #52 Virginia at Hwy 101 South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 26 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0
Lanes: 0 0 0 0 0 0 1 1 1 0 0 0 1 1 0 0 1 1 0 0

Volume Module:
Base Vol: 0 0 0 20 535 245 0 110 230 5 245 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 20 535 245 0 110 230 5 245 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 0 0 20 535 245 0 110 230 5 245 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 20 535 245 0 110 230 5 245 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 0 0 0 20 535 245 0 110 230 5 245 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.77 0.77 0.77 1.00 0.80 0.80 0.86 0.86 1.00
Lanes: 0.00 0.00 0.00 0.07 2.01 0.92 0.00 1.00 1.00 0.04 1.96 0.00
Final Sat: 0 0 0 109 2923 1339 0 1517 1517 65 3196 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.18 0.18 0.18 0.00 0.07 0.15 0.08 0.08 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.50 0.50 0.50 0.00 0.42 0.42 0.42 0.42 0.00
Volume/Cap: 0.00 0.00 0.00 0.36 0.36 0.36 0.00 0.17 0.36 0.18 0.18 0.00
Delay/Veh: 0.0 0.0 0.0 15.2 15.2 15.2 0.0 18.4 20.3 18.5 18.5 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 15.2 15.2 15.2 0.0 18.4 20.3 18.5 18.5 0.0
DesignQueue: 0 0 0 1 15 7 0 4 8 0 8 0

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

Intersection #58 Newmark at Ocean Blvd.												

Cycle (sec):	100	Critical Vol./Cap. (X):		0.220								
Loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):		13.1								
Optimal Cycle:	22	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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Ignore	Ignore	Include	Include	Include	Include	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 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 0 0 1	0 0 0 0 0	0 0 0 0 0	0 1 1 0 2	0 0 1 1 0	2 0 0 1 1 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0

Volume Module:												
Base Vol:	220	0	55	0	0	0	470	335	0	270	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:	220	0	55	0	0	0	470	335	0	270	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:	220	0	55	0	0	0	470	0	0	270	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	55	0	0	0	470	0	0	270	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	220	0	55	0	0	0	470	0	0	270	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.79	1.00	1.00	1.00	0.95	0.91	0.88	1.00	0.90	0.95
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	2.00	0.00
Final Sat.:	3274	0	1510	0	0	0	3473	3344	0	3404	0	3404

Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.08	0.00
Crit Moves:	****											
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.22	0.00	0.12	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.13	0.00
Delay/Veh:	26.0	0.0	25.2	0.0	0.0	0.0	0.0	8.6	0.0	0.0	8.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	0.0	25.2	0.0	0.0	0.0	0.0	8.6	0.0	0.0	8.1	0.0
DesignQueue:	9	0	2	0	0	0	10	0	0	0	6	0

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

Intersection #56 Broadway at Newmark												

Cycle (sec):	100	Critical Vol./Cap. (X):		0.644								
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):		34.3								
Optimal Cycle:	62	Level Of Service:		C								

Approach:	North Bound	South Bound		East Bound		West Bound						
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R					
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected					
Rights:	Include	Include	Include	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 0					
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0					

Volume Module:												
Base Vol:	85	120	15	70	240	170	240	230	150	50	230	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	120	15	70	240	170	240	230	150	50	230	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	120	15	70	240	170	240	230	150	50	230	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	120	15	70	240	170	240	230	150	50	230	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	85	120	15	70	240	170	240	230	150	50	230	125

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
AdjSaturment:	0.90	0.94	0.94	0.90	0.88	0.88	0.90	0.85	0.75	0.91	0.87	0.87
Lanes:	1.00	0.89	0.11	1.00	0.59	0.41	1.00	1.21	0.89	1.00	1.30	0.70
Final Sat:	1718	1580	198	1702	984	697	1718	1957	1277	1736	2131	1158

Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.04	0.24	0.24	0.14	0.12	0.12	0.03	0.11	0.11
Crit Moves:	****											
Green/Cycle:	0.08	0.30	0.30	0.16	0.38	0.38	0.22	0.31	0.31	0.08	0.17	0.17
Volume/Cap:	0.64	0.26	0.26	0.26	0.64	0.64	0.64	0.38	0.38	0.38	0.64	0.64
Delay/Veh:	55.3	27.1	27.1	37.3	27.8	27.8	39.5	27.3	27.3	45.8	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	27.1	27.1	37.3	27.8	27.8	39.5	27.3	27.3	45.8	41.5	41.5
DesignQueue:	4	5	1	3	9	6	11	9	6	3	11	6

Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #61 Ocean Blvd. at Woodland

Cycle (sec): 100 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 34 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: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 1 0 0 0 1 0 2 0 0 0 0 0 1 0 0

Lanes: 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 1 1 0

Volume Module:
Base Vol: 0 0 190 0 80 65 335 0 0 440 165
Growth Adj: 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 0 190 0 80 65 335 0 0 440 165
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 0 190 0 80 65 335 0 0 440 165
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 190 0 80 65 335 0 0 440 165
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 190 0 80 65 335 0 0 440 165

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.91 1.00 0.86 0.86 1.00 1.00 0.85 0.85
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 2.00 0.00 0.00 1.45 0.55
Final Sat.: 0 0 1736 0 1354 1641 3281 0 0 2354 883

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.05 0.04 0.10 0.00 0.00 0.19
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.29 0.00 0.29 0.10 0.59 0.00 0.00 0.49
Volume/Cap: 0.00 0.00 0.00 0.38 0.00 0.18 0.38 0.17 0.00 0.00 0.38
Delay/Veh: 0.0 0.0 0.0 29.1 0.0 27.0 43.2 9.2 0.0 0.0 16.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 29.1 0.0 27.0 43.2 9.2 0.0 0.0 16.2
DesignQueue: 0 0 0 8 0 3 8 0 0 0 13

Coos Bay/North Bend TSP
Existing Conditions
AM Peak Hour

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

Intersection #66 Hwy 101 at E Bay Dr.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.562
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 36 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: Split Phase Split Phase Split Phase
Rights: Include Include Include
Min. Green: 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 350 30 10 640 0 0 0 0 210 0 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 350 30 10 640 0 0 0 0 210 0 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 350 30 10 640 0 0 0 0 210 0 25
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 350 30 10 640 0 0 0 0 210 0 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 350 30 10 640 0 0 0 0 210 0 25

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.86 0.73 0.90 0.90 1.00 1.00 1.00 1.00 0.90 0.90
Lanes: 0.00 1.00 1.00 0.02 0.98 0.00 0.00 0.00 0.00 0.89 0.00
Final Sat.: 0 1638 1392 26 1689 0 0 0 0 1525 0 182

Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.02 0.38 0.38 0.00 0.00 0.00 0.00 0.14 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.67 0.67 0.67 0.67 0.00 0.00 0.00 0.00 0.25 0.00
Volume/Cap: 0.00 0.32 0.03 0.56 0.56 0.00 0.00 0.00 0.00 0.56 0.00
Delay/Veh: 0.0 6.9 5.4 9.1 9.1 0.0 0.0 0.0 0.0 34.8 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 6.9 5.4 9.1 9.1 0.0 0.0 0.0 0.0 34.8 0.0
DesignQueue: 0 7 1 0 13 0 0 0 0 9 0

Coos Bay/North Bend TSP

PM Peak Hour

Future 2020 Conditions

Coos Bay/North Bend TSP

PM Peak Hour

Future 2020 Conditions

Scenario:

PM future

Scenario Report

Impact Analysis Report

Level Of Service

Command:		Intersection		Base		Future		Change in			
Volume:		#		Del/V/ LOS Veh C		Del/V/ LOS Veh C					
Geometry:											
Impact Fee:											
Trip Generation:											
Trip Distribution:											
Paths:											
Routes:											
Configuration:											
		#	1 6th at D St.	A	9.3	0.405	A	9.3	0.405	+ 0.000	V/C
		#	3 7th at Ingersoll	A	9.3	0.405	A	9.3	0.405	+ 0.000	V/C
		#	7 Hwy 101 at Flanagan	B	12.0	0.695	B	12.0	0.695	+ 0.000	D/V
		#	8 Hwy 101 at 1st	D	1.2	0.000	D	1.2	0.000	+ 0.000	V/C
		#	9 Hwy 101 at S Front St.	F	0.6	0.000	F	0.6	0.000	+ 0.000	V/C
		#	10 Broadway at Lockhart	A	7.6	0.128	A	7.6	0.128	+ 0.000	V/C
		#	11 Lockhart at 2nd	B	4.2	0.000	B	4.2	0.000	+ 0.000	V/C
		#	12 Lockhart at 7th	C	7.7	0.000	C	7.7	0.000	+ 0.000	V/C
		#	13 10th at Central	C	22.0	0.712	C	22.0	0.712	+ 0.000	D/V
		#	14 4th at Elrod	B	11.5	0.418	B	11.5	0.418	+ 0.000	V/C
		#	15 2nd at Ingersoll	B	5.1	0.000	B	5.1	0.000	+ 0.000	V/C
		#	16 Commercial at Broadway	B	14.1	0.596	B	14.1	0.596	+ 0.000	D/V
		#	18 Broadway at Market	B	10.1	0.548	B	10.1	0.548	+ 0.000	D/V
		#	19 Bayshore at Market	D	0.6	0.000	D	0.6	0.000	+ 0.000	V/C
		#	20 Broadway at Hall SB	A	6.5	0.523	A	6.5	0.523	+ 0.000	D/V
		#	21 Broadway at Johnson	B	17.4	0.628	B	17.4	0.628	+ 0.000	D/V
		#	22 Johnson at Bayshore	C	20.2	0.711	C	20.2	0.711	+ 0.000	D/V
		#	23 Bayshore at Alder	C	0.4	0.000	C	0.4	0.000	+ 0.000	V/C
		#	24 Broadway at Alder	D	0.6	0.000	D	0.6	0.000	+ 0.000	V/C
		#	25 Bayshore at Commercial	A	0.0	0.000	A	0.0	0.000	+ 0.000	V/C
		#	26 Bayshore at Cedar	C	0.1	0.000	C	0.1	0.000	+ 0.000	V/C
		#	27 Bayshore at Birch	B	0.2	0.000	B	0.2	0.000	+ 0.000	V/C
		#	28 Bayshore at Fir	B	0.0	0.000	B	0.0	0.000	+ 0.000	V/C

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 29 Broadway at Fir	C	0.3 0.000	C	0.3 0.000	+ 0.000 V/C
# 30 Hwy 101 at Koosbay	B	12.8 0.599	B	12.8 0.599	+ 0.000 D/V
# 31 Ocean Blvd. at Butler	A	4.3 0.414	A	4.3 0.414	+ 0.000 D/V
# 32 Hwy 101 at Newmark	C	32.4 0.821	C	32.4 0.821	+ 0.000 D/V
# 33 Newmark at Sherman	C	28.2 0.628	C	28.2 0.628	+ 0.000 D/V
# 34 Newmark at Brussels	A	8.1 0.434	A	8.1 0.434	+ 0.000 D/V
# 35 Pony Creek at Crowell	B	3.5 0.000	B	3.5 0.000	+ 0.000 V/C
# 36 Virginia at Harrison	B	11.4 0.455	B	11.4 0.455	+ 0.000 D/V
# 37 Virginia at Safeway entrance	F	3.1 0.000	F	3.1 0.000	+ 0.000 V/C
# 38 Virginia at Pony Village entr	F	1.8 0.000	F	1.8 0.000	+ 0.000 V/C
# 39 Sherman at Hwy 101 South	E	1.6 0.000	E	1.6 0.000	+ 0.000 V/C
# 40 Virginia at Meade	F	4.8 0.000	F	4.8 0.000	+ 0.000 V/C
# 41 Virginia at Marion	F	2.2 0.000	F	2.2 0.000	+ 0.000 V/C
# 42 Virginia at Maple	C	4.1 0.000	C	4.1 0.000	+ 0.000 V/C
# 43 Maple at East Airport Way	A	2.0 0.000	A	2.0 0.000	+ 0.000 V/C
# 44 Virginia at Arthur	B	1.8 0.000	B	1.8 0.000	+ 0.000 V/C
# 45 Virginia at Channel St.	B	2.1 0.000	B	2.1 0.000	+ 0.000 V/C
# 46 Lakeshore at Crocker	B	5.1 0.000	B	5.1 0.000	+ 0.000 V/C
# 47 Virginia at Oak	C	2.4 0.000	C	2.4 0.000	+ 0.000 V/C
# 48 Newmark at Oak	B	12.6 0.584	B	12.6 0.584	+ 0.000 D/V
# 49 Newmark at Morrison	D	1.3 0.000	D	1.3 0.000	+ 0.000 V/C
# 50 Empire Blvd. at Pacific	C	2.6 0.000	C	2.6 0.000	+ 0.000 V/C
# 51 Virginia at Hwy 101 North	B	16.4 0.471	B	16.4 0.471	+ 0.000 D/V
# 52 Virginia at Hwy 101 South	B	19.1 0.556	B	19.1 0.556	+ 0.000 D/V
# 53 California at Hwy 101 North	C	0.2 0.000	C	0.2 0.000	+ 0.000 V/C

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Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 54 Florida at Sherman	B	20.0 0.571	B	20.0 0.571	+ 0.000 D/V
# 55 Broadway at 16th	B	14.7 0.464	B	14.7 0.464	+ 0.000 D/V
# 56 Broadway at Newmark	D	41.8 0.844	D	41.8 0.844	+ 0.000 D/V
# 57 Newmark at Laclair	D	1.5 0.000	D	1.5 0.000	+ 0.000 V/C
# 58 Newmark at Ocean Blvd.	B	15.4 0.614	B	15.4 0.614	+ 0.000 D/V
# 59 Thompson at Koosbay	C	5.6 0.000	C	5.6 0.000	+ 0.000 V/C
# 60 Woodland at Thompson	C	3.2 0.000	C	3.2 0.000	+ 0.000 V/C
# 61 Ocean Blvd. at Woodland	C	21.5 0.589	C	21.5 0.589	+ 0.000 D/V
# 62 Ocean Blvd. at Radar	B	3.1 0.000	B	3.1 0.000	+ 0.000 V/C
# 63 Hwy 101 at Clark	D	0.3 0.000	D	0.3 0.000	+ 0.000 V/C
# 64 Hwy 101 at Casino entrance	B	14.0 0.523	B	14.0 0.523	+ 0.000 D/V
# 65 Libby at Wilshire	B	3.2 0.000	B	3.2 0.000	+ 0.000 V/C
# 66 Hwy 101 at E Bay Dr.	A	3.5 0.677	A	3.5 0.677	+ 0.000 D/V
# 67 Hwy 101 at North Bay	F	3.0 0.000	F	3.0 0.000	+ 0.000 V/C
# 68 Hwy 101 at Trans Pacific	C	1.4 0.000	C	1.4 0.000	+ 0.000 V/C
# 70 1st at Hall NB	A	4.9 0.415	A	4.9 0.415	+ 0.000 D/V
# 71 Broadway at 17th	F	0.8 0.000	F	0.8 0.000	+ 0.000 V/C
# 72 Virginia at Pony Village entra	D	1.9 0.000	D	1.9 0.000	+ 0.000 V/C
# 73 Coos River Hwy at Olive Barber	D	3.1 0.000	D	3.1 0.000	+ 0.000 V/C
# 74 Ocean Blve at Laclair	C	3.3 0.000	C	3.3 0.000	+ 0.000 V/C
# 75 Central at 7th	C	12.4 0.754	C	12.4 0.754	+ 0.000 V/C
# 76 Coos River Hwy at Edwards	B	2.8 0.000	B	2.8 0.000	+ 0.000 V/C
# 77 Coos River Hwy at Mullen	E	1.1 0.000	E	1.1 0.000	+ 0.000 V/C
# 78 Hwy 101 at Edwards	E	0.6 0.000	E	0.6 0.000	+ 0.000 V/C

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Coos Bay/North Bend TSP
PM Peak Hour
Future 2020 Conditions

Intersection	Base Del/ LOS Veh A	V/ C	Future Del/ LOS Veh C	Change in V/C
# 79 11th at Elrod	32.7	0.696	32.7	0.696 + 0.000 V/C
# 80 US 101/Coos River Hwy (Bunker	8.2	0.355	8.2	0.355 + 0.000 D/V
# 81 Virginia/McPherson	27.7	0.973	27.7	0.973 + 0.000 D/V
# 82 Virginia/Broadway	27.7	0.973	27.7	0.973 + 0.000 D/V

Coos Bay/North Bend TSP
PM Peak Hour
Future 2020 Conditions

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

Intersection #1 6th at D St.

Average Delay (sec/veh): 4.1 Worst Case Level Of Service:

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 1 0 0 1 0 0 0 1 0 0 0 0

Volume Module:
Base Vol: 203 0 379 0 0 0 0 10 134 154 30 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: 203 0 379 0 0 0 0 10 134 154 30 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: 203 0 379 0 0 0 0 10 134 154 30 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 203 0 379 0 0 0 0 10 134 154 30 0

Critical Gap Module:
Critical Gap: 4.1 xxx xxxxxx xxxxxx xxxxxx 6.6 6.3 7.2 5.6 xxxxxx
FollowUpTrm: 2.2 xxx xxxxxx xxxxxx xxxxxx 4.1 3.4 3.5 4.0 xxxxxx

Capacity Module:
Conflict Vol: 0 xxx xxxxxx xxx xxxxxx xxx 785 0 478 406 xxxxxx
Potent Cap.: 0 xxx xxxxxx xxx xxxxxx xxx 319 0 493 530 xxxxxx
Move Cap.: 0 xxx xxxxxx xxx xxxxxx xxx 319 0 481 530 xxxxxx

Level Of Service Module:
Stopped Del: 0.0 xxx xxxxxx xxx xxxxxx xxx xxxxxx xxxxxx xxxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx xxx xxxxxx xxx 4591 488 xxxxxx
Shrd StpDel: 0.0 xxx xxxxxx xxx xxxxxx xxx 5.8 16.8 xxxxxx
Shared LOS: A *
ApproachDel: xxxxxx xxxxxx 5.8 A C * * * * * * * * * * * *
ApproachLOS: * C

Level Of Service Computation Report														
2000 HCM 4-Way Stop Method (Base Volume Alternative)														

Intersection #3 7th at Ingersoll														

Cycle (sec):	100	Critical Vol./Cap. (X):										0.405		
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):										9.3		
Optimal Cycle:	0	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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	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 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 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0

Volume Module:														
Base Vol:	10 109	0 11 284	50 30 10	0 21 15	4									
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00									
Initial Bse:	10 109	0 11 284	50 30 10	0 21 15	4									
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:	10 109	0 11 284	50 30 10	0 21 15	4									
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0									
Reduced Vol:	10 109	0 11 284	50 30 10	0 21 15	4									
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									
Final Vol:	10 109	0 11 284	50 30 10	0 21 15	4									

Saturation Flow Module:														
Adjustment:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00									
Lanes:	0.08 0.92	0.03 0.83	0.14 0.75	0.25 0.00	0.52 0.38	0.10								
Final Sat:	65 713	0 27 702	124 489	163 0	348 248	66								

Capacity Analysis Module:														
Vol/Sat:	0.15 0.15	xxxx	0.40 0.40	0.40 0.06	0.06 0.06	0.06								
Crit Moves:	8.3 8.3	0.0 9.9	9.9 8.4	8.4 0.0	8.3 8.3	8.3								
Delay/Veh:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00								
AdjDel/Veh:	8.3 8.3	0.0 9.9	9.9 8.4	8.4 0.0	8.3 8.3	8.3								
LOS by Move:	A *	A *	A *	A *	A *	A								
ApproachDel:	8.3	9.9	8.4	8.4	8.3	8.3								
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00								
ApprAdjDel:	8.3	9.9	8.4	8.4	8.3	8.3								
LOS by Appr:	A	A	A	A	A	A								

Level Of Service Computation Report														
2000 HCM Operations Method (Base Volume Alternative)														
Intersection #7 Hwy 101 at Planagan														
Cycle (sec):	120	Critical Vol./Cap. (X):			0.695									
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):			12.0									
Optimal Cycle:	61	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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	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 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 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0
Volume Module:														
Base Vol:	71 10	33 35 10	40 30 1734	82 28 1353	5									
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00									
Initial Bse:	71 10	33 35 10	40 30 1734	82 28 1353	5									
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:	71 10	33 35 10	40 30 1734	82 28 1353	5									
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0									
Reduced Vol:	71 10	33 35 10	40 30 1734	82 28 1353	5									
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									
Final Vol:	71 10	33 35 10	40 30 1734	82 28 1353	5									
Saturation Flow Module:														
Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900	1900									
Adjustment:	0.69 0.69	0.78 0.78	0.78 0.92	0.92 0.92	0.92									
Lanes:	0.62 0.09	0.29 0.41	0.12 0.47	1.00 1.91	0.09									
Final Sat:	814 115	378 608	174 694	1753 3324	157									
Capacity Analysis Module:														
Vol/Sat:	0.09 0.09	0.09 0.06	0.06 0.02	0.52 0.52	0.52									
Crit Moves:	0.13 0.13	0.13 0.13	0.13 0.03	0.75 0.75	0.75									
Green/Cycle:	0.69 0.69	0.69 0.46	0.46 0.53	0.69 0.69	0.69									
Volume/Cap:	62.4 62.4	50.5 50.5	50.5 66.7	8.6 8.6	8.6									
Delay/Veh:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00									
User DelAdj:	62.4 62.4	50.5 50.5	50.5 66.7	8.6 8.6	8.6									
AdjDel/Veh:	62.4 62.4	50.5 50.5	50.5 66.7	8.6 8.6	8.6									
DesignQueue:	4 1 2	2 1 2	2 2 3	2 2 3	2									

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

Intersection #8 Hwy 101 at 1st

Average Delay (sec/veh): 1.2 Worst Case Level Of Service:

Approach: North Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 1 0 0 0 0
Volume Module:
Base Vol: 85 1293 0 0 1877 30 0 0 130 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: 85 1293 0 0 1877 30 0 0 130 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: 85 1293 0 0 1877 30 0 0 130 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 85 1293 0 0 1877 30 0 0 130 0 0 0
Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx 7.0 xxxxx xxxxx xxxxx
FollowUpTm: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: 1907 xxxxx xxxxx xxxxx xxxxx 954 xxxxx xxxxx xxxxx
Potent Cap.: 292 xxxxx xxxxx xxxxx xxxxx 254 xxxxx xxxxx xxxxx
Move Cap.: 292 xxxxx xxxxx xxxxx xxxxx 254 xxxxx xxxxx xxxxx
Level Of Service Module:
Stopped Del: 22.3 xxxxx xxxxx xxxxx xxxxx 33.2 xxxxx xxxxx xxxxx
LOS by Move: C * * * * * D * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx 33.2 D
ApproachLOS: * * * * *

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

Intersection #9 Hwy 101 at S Front St.

Average Delay (sec/veh): 0.6 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 1 0 0 0 0 0 0 0 0 0 0 1 1 0 1 0 2 0 0
Volume Module:
Base Vol: 5 0 32 0 0 0 0 0 2047 5 16 1339 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: 5 0 32 0 0 0 0 2047 5 16 1339 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: 5 0 32 0 0 0 0 2047 5 16 1339 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 5 0 32 0 0 0 0 2047 5 16 1339 0
Critical Gap Module:
Critical Gap: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx 4.2 xxxxx xxxxx
FollowUpTm: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 2751 xxxxx 1026 xxxxx xxxxx xxxxx 2052 xxxxx xxxxx
Potent Cap.: 16 xxxxx 232 xxxxx xxxxx xxxxx 263 xxxxx xxxxx
Move Cap.: 15 xxxxx 232 xxxxx xxxxx xxxxx 263 xxxxx xxxxx
Level Of Service Module:
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx 19.6 xxxxx xxxxx
LOS by Move: * * * * * C * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 79 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 85.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: 85.7 F
ApproachLOS: * * * * *

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #10 Broadway at Lockhart

Cycle (sec): 100 Critical Vol./Cap. (X): 0.128
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 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: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0
Volume Module:
Base Vol: 15 0 0 5 10 100 49 27 0 0 51 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 0 0 5 10 100 49 27 0 0 51 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 0 0 5 10 100 49 27 0 0 51 5
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 15 0 0 5 10 100 49 27 0 0 51 5
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 0.00 0.04 0.09 0.87 0.64 0.36 0.00 0.00 0.91 0.09
Final Sat.: 734 0 0 39 78 781 506 279 0 0 750 74
Capacity Analysis Module:
Vol/Sat: 0.02 xxxx xxxx 0.13 0.13 0.13 0.10 0.10 xxxx 0.07 0.07
Crit Moves: ****
Delay/Veh: 7.8 0.0 0.0 7.5 7.5 7.5 7.9 7.9 0.0 0.0 7.5 7.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 7.8 0.0 0.0 7.5 7.5 7.5 7.9 7.9 0.0 0.0 7.5 7.5
LOS by Move: A * A A A A A * A A A
ApproachDel: 7.8 7.8 7.5 7.9 7.9 7.5 7.9 7.9 7.5 7.5 7.5 7.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ApprAdjDel: 7.8 7.8 7.5 7.9 7.9 7.5 7.9 7.9 7.5 7.5 7.5 7.5
LOS by Appr: A A A A A A A A A A A A

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

Intersection #11 Lockhart at 2nd

Average Delay (sec/veh): 4.2 Worst Case Level Of Service:

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 Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0
Volume Module:
Base Vol: 20 5 5 5 5 85 70 18 20 5 33 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: 20 5 5 5 5 85 70 18 20 5 33 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: 20 5 5 5 5 85 70 18 20 5 33 10
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 20 5 5 5 5 85 70 18 20 5 33 10
Critical Gap Module:
Critical Gap: 7.1 6.5 6.2 7.2 6.6 6.3 4.1 xxxx xxxx 4.1 xxxx xxxx
FollowUpTm: 3.5 4.0 3.3 3.6 4.1 3.4 2.2 xxxx xxxx 2.2 xxxx xxxx
Capacity Module:
Conflict Vol: 261 221 28 221 226 38 43 xxxx xxxx 38 xxxx xxxx
Potent Cap.: 696 681 1053 726 666 1023 1559 xxxx xxxx 1553 xxxx xxxx
Move Cap.: 610 647 1053 691 633 1023 1559 xxxx xxxx 1553 xxxx xxxx
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxx xxxx xxxx 7.4 xxxx xxxx 7.3 xxxx xxxx
LOS by Move: * * * * * A * A * A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 663 xxxx xxxx 967 xxxx xxxx xxxx xxxx xxxx
Shrd StpDel:xxxxx 10.7 xxxx xxxx 9.1 xxxx xxxx xxxx xxxx xxxx
Shared LOS: * B * * A * * * * *
ApproachDel: 10.7 9.1
ApproachLOS: B A

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

Intersection #13 10th at Central

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 61 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected Protected Protected
Rights: Include Include Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 1
Volume Module:
Base Vol: 224 115 1 147 104 30 10 780 197 4 551 14
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 224 115 1 147 104 30 10 780 197 4 551 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 224 115 1 147 104 30 10 780 197 4 551 14
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 224 115 1 147 104 30 10 780 197 4 551 14
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 224 115 1 147 104 30 10 780 197 4 551 14
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.94 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99 0.99
Lanes: 1.00 0.99 0.01 1.00 0.78 0.22 0.01 0.99 1.00 0.01 1.95
Final Sat.: 1787 1863 16 1769 1396 403 23 1827 1583 20 3268 70
Capacity Analysis Module:
Vol/Sat: 0.13 0.06 0.06 0.08 0.07 0.07 0.43 0.43 0.12 0.20 0.20
Crit Moves: ****
Green/Cycle: 0.18 0.12 0.12 0.16 0.10 0.10 0.60 0.60 0.60 0.60 0.60
Volume/Cap: 0.71 0.52 0.52 0.52 0.71 0.71 0.71 0.71 0.21 0.33 0.33
Delay/Veh: 46.3 43.4 43.4 40.0 55.4 55.4 16.2 16.2 9.3 10.1 10.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 46.3 43.4 43.4 40.0 55.4 55.4 16.2 16.2 9.3 10.1 10.1
DesignQueue: 11 6 0 7 5 2 0 19 5 0 15

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

Intersection #12 Lockhart at 7th

Average Delay (sec/veh): 7.7 Worst Case Level Of Service:

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 Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 1 0 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 492 105 224 0 0 321 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 492 105 224 0 0 321 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 492 105 224 0 0 321 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 492 105 224 0 0 321 15
Critical Gap Module:
Critical Gap: 6.4 6.2 4.1 3.3 3.3 3.3 3.3 3.3 3.3 3.3
FollowUpTime: 3.5 3.3 2.2 3.3 3.3 3.3 3.3 3.3 3.3 3.3
Capacity Module:
Conflict Vol: 763 329 336 336 336 336 336 336 336 336
Potential Cap.: 374 374 715 715 715 715 715 715 715 715
Move Cap.: 348 348 715 715 715 715 715 715 715 715
Level Of Service Module:
Stopped Del: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 374 374 715 715 715 715 715 715 715 715
Shrd StpDel: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Shared LOS: * * * * * C * * * * *
ApproachDel: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ApproachLOS: * * * * * C * * * * *

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 4th at Elrod

Cycle (sec): 100 Critical Vol./Cap. (X): 0.418
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 0 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: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 0 0 1 0 0 0 1 0 0
Volume Module:
Base Vol: 60 124 50 230 236 26 0 78 30 53 58 81
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 60 124 50 230 236 26 0 78 30 53 58 81
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 60 124 50 230 236 26 0 78 30 53 58 81
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 60 124 50 230 236 26 0 78 30 53 58 81
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.71 0.29 1.00 0.90 0.10 0.00 0.72 0.28 0.28 0.30 0.42
Final Sat.: 530 422 170 570 564 62 0 403 155 165 180 252
Capacity Analysis Module:
Vol/Sat: 0.11 0.29 0.29 0.40 0.42 0.42 xxxx 0.19 0.19 0.32 0.32 0.32
Crit Moves: ****
Delay/Veh: 10.8 10.8 12.8 12.1 12.1 0.0 10.2 10.2 11.1 11.1 11.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.0 10.8 10.8 12.8 12.1 12.1 0.0 10.2 10.2 11.1 11.1
LOS by Move: A B B B B * B B B B B
ApproachDel: 10.6 12.4 12.4 10.2 11.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00
ApprAdjDel: 10.6 12.4 12.4 10.2 11.1
LOS by Appr: B B B B B

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

Intersection #15 2nd at Ingersoll

Average Delay (sec/veh): 5.1 Worst Case Level Of Service:

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 Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0
Volume Module:
Base Vol: 10 74 10 10 34 10 0 26 11 10 52 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: 10 74 10 10 34 10 0 26 11 10 52 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: 10 74 10 10 34 10 0 26 11 10 52 20
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 10 74 10 10 34 10 0 26 11 10 52 20
Critical Gap Module:
Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTrm: 3.5 4.0 3.3 3.5 4.0 3.3 xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 136 124 32 156 119 62 xxxxx xxxxx xxxxx 37 xxxxx xxxxx
Potential Cap.: 836 767 1043 816 775 1009 xxxxx xxxxx xxxxx 1574 xxxxx xxxxx
Move Cap.: 796 762 1043 744 770 1009 xxxxx xxxxx xxxxx 1574 xxxxx xxxxx
Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.3 xxxxx xxxxx
LOS by Move: * * * * * * * * * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.:xxxxx 788 xxxxx xxxxx 800 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx 10.2 xxxxx xxxxx 9.8 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * B * * * A * * * * *
ApproachDel: 10.2 9.8
ApproachLOS: B A

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

Intersection #16 Commercial at Broadway														

Cycle (sec):	100	Critical Vol./Cap. (X):										0.596		
loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):										14.1		
Optimal Cycle:	38	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	L	T	R	L	T	R	L	T	R	R
Control:	Split Phase	Split Phase	Split Phase	Split Phase										
Rights:	Include	Include	Include	Include										
Min. Green:	0 0 0	0 0 0	0 2 0	0 0 0	0	0	0	0	1	1	0	0	0	0
Lanes:	0 0 0	0 0 2	0 1 0	0 0 0	0	1	1	0	0	1	0	0	0	0

Volume Module:														
Base Vol:	0	0	0	1461	114	0	0	0	30	420	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			
Initial Bse:	0	0	0	1461	114	0	0	0	30	420	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			
PHF Adj:	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	1461	114	0	0	0	30	420	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	1461	114	0	0	0	30	420	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:	0	0	0	1461	114	0	0	0	30	420	0			

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	1.00	1.00	1.00	0.91	0.82	1.00	1.00	1.00	0.93	0.93	1.00			
Lanes:	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.13	1.87	0.00			
Final Sat.:	0	0	0	3473	1554	0	0	0	236	3302	0			

Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.42	0.07	0.00	0.00	0.00	0.13	0.13	0.00			
Crit Moves:	*****													
Green/Cycle:	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.00	0.21	0.21	0.00			
Volume/Cap:	0.00	0.00	0.00	0.00	0.60	0.10	0.00	0.00	0.60	0.60	0.00			
Delay/Veh:	0.0	0.0	0.0	7.8	4.7	0.0	0.0	0.0	36.7	36.7	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	7.8	4.7	0.0	0.0	0.0	36.7	36.7	0.0			
DesignQueue:	0	0	0	27	2	0	0	0	1	19	0			

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

Intersection #18 Broadway at Market														

Cycle (sec):	100	Critical Vol./Cap. (X):										0.548		
Loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):										10.1		
Optimal Cycle:	35	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	L	T	R	L	T	R	L	T	R	R
Control:	Split Phase	Split Phase	Split Phase	Split Phase										
Rights:	Include	Include	Include	Include										
Min. Green:	0 0 0	0 0 0	0 1 0	0 0 0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0	0 0 0	0 1 0	0 0 0	0	1	0	0	0	1	0	0	1	0

Volume Module:														
Base Vol:	0	0	0	25	1371	20	0	75	90	30	25	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	0	25	1371	20	0	75	90	30	25	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	0	0	25	1371	20	0	75	90	30	25	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	25	1371	20	0	75	90	30	25	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Vol.:	0	0	0	25	1371	20	0	75	90	30	25	0		

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.92	0.92	0.86	0.86	1.00		
Lanes:	0.00	0.00	0.00	0.03	1.94	0.03	0.00	0.45	0.55	0.55	0.45	0.00		
Final Sat.:	0	0	0	61	3349	49	0	792	950	896	746	0		

Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.41	0.41	0.41	0.00	0.09	0.09	0.03	0.03	0.00		
Crit Moves:	*****													
Green/Cycle:	0.00	0.00	0.00	0.75	0.75	0.75	0.00	0.17	0.17	0.17	0.17	0.00		
Volume/Cap:	0.00	0.00	0.00	0.55	0.55	0.55	0.00	0.55	0.55	0.19	0.19	0.00		
Delay/Veh:	0.0	0.0	0.0	5.7	5.7	5.7	0.0	39.9	39.9	35.7	35.7	0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	0.0	0.0	0.0	5.7	5.7	5.7	0.0	39.9	39.9	35.7	35.7	0.0		
DesignQueue:	0	0	0	21	0	0	0	4	4	1	1	0		

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

Intersection #19 Bayshore at Market

Average Delay (sec/veh): 0.6 Worst Case Level Of Service:

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 1 0 0 0 0 0 1 0 0 0 0 0 1 0 0
Volume Module:
Base Vol: 30 1301 10 0 0 0 90 0 0 90 0 0 0 15 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: 30 1301 10 0 0 0 90 0 0 90 0 0 0 15 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: 30 1301 10 0 0 0 90 0 0 90 0 0 0 15 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 30 1301 10 0 0 0 90 0 0 90 0 0 0 15 0
Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx 7.1 xxxxx xxxxx xxxxx 6.5 xxxxx
FollowUpTime: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx xxxxx xxxxx 4.0 xxxxx
Capacity Module:
Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx 718 xxxxx xxxxx xxxxx 1366 xxxxx
Potential Vol: 0 xxxxx xxxxx xxxxx xxxxx 343 xxxxx xxxxx xxxxx 149 xxxxx
Move Cap.: 0 xxxxx xxxxx xxxxx xxxxx 316 xxxxx xxxxx xxxxx 149 xxxxx
Level Of Service Module:
Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx 20.8 xxxxx xxxxx xxxxx 31.9 xxxxx
LOS by Move: A * * * * C * * * * D * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * C * * * * D * * * *
ApproachDel: xxxxxx * * * * C * * * *
ApproachLOS: * * * * C * * * *

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

Intersection #20 Broadway at Hall SB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.523
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 6.5
Optimal Cycle: 33 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 30 2090 20 0 30 65 50 40 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 30 2090 20 0 30 65 50 40 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 0 0 30 2090 20 0 30 65 50 40 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 30 2090 20 0 30 65 50 40 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 30 2090 20 0 30 65 50 40 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.88 0.88 0.88 1.00 0.90 0.90 0.90 0.87 0.87
Lanes: 0.00 0.00 0.00 0.04 2.93 0.03 0.00 0.32 0.68 0.56 0.44 0.00
Final Sat.: 0 0 0 70 4309 47 0 539 1169 921 737 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.43 0.43 0.43 0.00 0.06 0.06 0.05 0.05 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.81 0.81 0.81 0.00 0.11 0.11 0.11 0.11 0.00
Volume/Cap: 0.00 0.00 0.00 0.52 0.52 0.52 0.00 0.52 0.52 0.51 0.51 0.00
Delay/Veh: 0.0 0.0 0.0 3.1 3.1 3.1 0.0 45.0 45.0 44.7 44.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 3.1 3.1 3.1 0.0 45.0 45.0 44.7 44.7 0.0
DesignQueue: 0 0 0 0 24 0 0 2 3 2 3 0

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

Intersection #21 Broadway at Johnson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 41 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 1 0 2 1 0 0 0 1 1 0 1 0 1 0 0

Volume Module:
Base Vol: 0 0 285 1640 102 0 137 130 245 110 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 285 1640 102 0 137 130 245 110 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 285 1640 102 0 137 130 245 110 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 285 1640 102 0 137 130 245 110 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 285 1640 102 0 137 130 245 110 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.96 0.88 0.88 1.00 0.86 0.86 0.56 0.99 1.00
Lanes: 0.00 0.00 0.00 0.00 2.82 0.18 0.00 1.03 0.97 1.00 1.00 0.00
Final Sat.: 0 0 1828 4699 292 0 1667 1582 1072 1881 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.16 0.35 0.35 0.00 0.08 0.08 0.23 0.06 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.56 0.56 0.56 0.00 0.36 0.36 0.36 0.36 0.00
Volume/Cap: 0.00 0.00 0.00 0.28 0.63 0.63 0.00 0.23 0.23 0.63 0.16 0.00
Delay/Veh: 0.0 0.0 0.0 11.8 15.6 15.6 0.0 22.1 22.1 29.5 21.6 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
AdjDel/Veh: 0.0 0.0 0.0 11.8 15.6 15.6 0.0 22.1 22.1 29.5 21.6 0.0
DesignQueue: 0 0 0 7 44 3 0 5 5 9 4 0

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

Intersection #22 Johnson at Bayshore

Cycle (sec): 100 Critical Vol./Cap. (X): 0.711
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 50 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 1 0 1 0 0 0 0 0 0 1 1 0 0 0 1 0 1

Volume Module:
Base Vol: 25 1341 80 0 0 0 122 295 0 0 270 135
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 1341 80 0 0 0 122 295 0 0 270 135
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 1341 80 0 0 0 122 295 0 0 270 135
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 1341 80 0 0 0 122 295 0 0 270 135
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 25 1341 80 0 0 0 122 295 0 0 270 135

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 0.77 0.81 1.00 1.00 1.00 0.59 0.59 1.00 1.00 0.99 0.84
Lanes: 0.04 1.96 1.00 0.00 0.00 0.00 0.59 1.41 0.00 0.00 1.00 1.00
Final Sat.: 53 2858 1537 0 0 0 654 1582 0 0 1881 1599

Capacity Analysis Module:
Vol/Sat: 0.47 0.47 0.05 0.00 0.00 0.00 0.19 0.19 0.00 0.00 0.14 0.08
Crit Moves: ****
Green/Cycle: 0.66 0.66 0.00 0.00 0.00 0.26 0.26 0.00 0.00 0.26 0.26 0.26
Volume/Cap: 0.71 0.71 0.08 0.00 0.00 0.00 0.71 0.71 0.00 0.00 0.55 0.32
Delay/Veh: 12.3 12.3 6.2 0.0 0.0 0.0 37.5 37.5 0.0 0.0 33.1 30.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.3 12.3 6.2 0.0 0.0 0.0 37.5 37.5 0.0 0.0 33.1 30.2
DesignQueue: 1 28 2 0 0 0 5 12 0 0 11 6

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

Intersection #23 Bayshore at Alder

Average Delay (sec/veh): 0.4 Worst Case Level Of Service:

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 1 0 0 0 0 0 1 0 0 0 0 0 1 0
Volume Module:
Base Vol: 30 1311 50 0 0 0 15 5 0 0 20 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 1311 50 0 0 0 15 5 0 0 20 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 1311 50 0 0 0 15 5 0 0 20 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 30 1311 50 0 0 0 15 5 0 0 20 25

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx 7.1 6.5 xxxxx xxxxx 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 4.0 xxxxx xxxxx 4.0 3.3
Capacity Module:
Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx 726 1421 xxxxx xxxxx 1396 681
Potential Cap.: 0 xxxxx xxxxx xxxxx xxxxx 340 136 xxxxx xxxxx 140 447
Move Cap.: 0 xxxxx xxxxx xxxxx xxxxx 286 136 xxxxx xxxxx 140 447

Level Of Service Module:
Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * LT - LTR - RT LT - LTR - RT
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 224 xxxxx xxxxx xxxxx 226
Shrd StpDel: 0.0 xxxxx xxxxx xxxxx xxxxx 22.6 xxxxx xxxxx xxxxx 24.8
Shared LOS: A * * * * * C * * * * * C
ApproachDel: xxxxxx * * * * * 22.6 C
ApproachLOS: * * * * * C

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

Intersection #24 Broadway at Alder

Average Delay (sec/veh): 0.6 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 1 0 1 0 0 0 1 0 0 0 0
Volume Module:
Base Vol: 0 0 0 0 30 1406 5 0 10 10 70 10 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 30 1406 5 0 10 10 70 10 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 0 0 0 30 1406 5 0 10 10 70 10 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 0 30 1406 5 0 10 10 70 10 0

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx 6.5 6.2 7.1 6.5 xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 4.0 3.3 3.5 4.0 xxxxx
Capacity Module:
Conflict Vol: 0 xxxxx xxxxx xxxxx 0 xxxxx xxxxx xxxxx 1469 706 768 1471 xxxxx
Potential Cap.: xxxxx xxxxx xxxxx 0 xxxxx xxxxx xxxxx 129 440 317 126 xxxxx
Move Cap.: xxxxx xxxxx xxxxx 0 xxxxx xxxxx xxxxx 129 440 292 126 xxxxx

Level Of Service Module:
Stopped Del: xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * LT - LTR - RT LT - LTR - RT
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 199 251 xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 25.1 25.9 xxxxx xxxxx
Shared LOS: A * * * * * D * * * * *
ApproachDel: xxxxxx * * * * * 25.1 D
ApproachLOS: * * * * * D

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

Intersection #25 Bayshore at Commercial

Average Delay (sec/veh): 0.0 Worst Case Level Of Service:

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 1 0 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 400 1276 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 400 1276 0 0 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 400 1276 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 400 1276 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gap: 4.1 xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
FollowUpTm: 2.2 xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Capacity Module:
Conflict Vol: 0 xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Potential Cap.: 0 xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Move Cap.: 0 xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Level Of Service Module:
Stopped Del: 0.0 xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
LOS by Move: A * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shrd StpDel: 0.0 xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shared LOS: A * * * * * * * * * * * *
ApproachDel: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
ApproachLOS: * * * * * * * * * * * *

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

Intersection #26 Bayshore at Cedar

Average Delay (sec/veh): 0.1 Worst Case Level Of Service:

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 1 0 0 0 0 0 0 1 0 0 0 0 0 1
Volume Module:
Base Vol: 0 1391 5 0 0 0 10 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00
Initial Bse: 0 1391 5 0 0 0 10 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00
PHF Adj: 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 1391 5 0 0 0 10 0 0 0 0 0 0 0 0 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 1391 5 0 0 0 10 0 0 0 0 0 0 0 0 10
Critical Gap Module:
Critical Gap: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
FollowUpTm: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Capacity Module:
Conflict Vol: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Potential Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Move Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Level Of Service Module:
Stopped Del: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
LOS by Move: * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shrd StpDel: 0.0 xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shared LOS: A * * * * * * * * * * * *
ApproachDel: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
ApproachLOS: * * * * * * * * * * * *

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

Intersection #30 Hwy 101 at Coos Bay

Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 48 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Permitted Split Phase Split Phase
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 93 1125 0 0 1270 18 23 0 141 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: 93 1125 0 0 1270 18 23 0 141 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: 93 1125 0 0 1270 18 23 0 141 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 93 1125 0 0 1270 18 23 0 141 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 93 1125 0 0 1270 18 23 0 141 0 0 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.90 1.00 1.00 0.91 0.91 0.85 1.00 0.85 1.00 1.00 1.00
Lanes: 1.00 2.00 0.00 0.00 1.97 0.03 0.14 0.00 0.86 0.00 0.00 0.00
Final Sat.: 1718 3437 0 0 3417 48 227 0 1392 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.05 0.33 0.00 0.00 0.37 0.37 0.10 0.00 0.10 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.09 0.71 0.00 0.00 0.62 0.62 0.17 0.00 0.17 0.00 0.00 0.00
Volume/Cap: 0.60 0.46 0.00 0.00 0.60 0.60 0.60 0.00 0.60 0.00 0.00 0.00
Delay/Veh: 50.0 6.4 0.0 0.0 11.9 11.9 42.0 0.0 42.0 0.0 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 50.0 6.4 0.0 0.0 11.9 11.9 42.0 0.0 42.0 0.0 0.0 0.0
DesignQueue: 5 20 0 0 29 0 1 0 7 0 0 0

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

Intersection #29 Broadway at Fir

Average Delay (sec/veh): 0.3 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 0 1516 0 0 0 0 50 0 0 50 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 0 0 0 1516 0 0 0 0 50 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: 0 0 0 0 1516 0 0 0 0 50 0 0 50 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 0 1516 0 0 0 0 50 0 0 50 0 0 0
Critical Gap Module:
Critical Gap: 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4
FollowUpTm: 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5
Capacity Module:
Conflict Vol: 758 758 758 758 758 758 758 758 758 758 758 758 758 758 758
Potential Vol: 373 373 373 373 373 373 373 373 373 373 373 373 373 373 373
Move Cap.: 373 373 373 373 373 373 373 373 373 373 373 373 373 373 373
Level Of Service Module:
Stopped Del: 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1
Shrd StpDel: 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1
Shared LOS: *
ApproachDel: 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1 16.1
ApproachLOS: *

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

Intersection #31 Ocean Blvd. at Butler											

Cycle (sec):	100	Critical Vol./Cap. (X):		0.414							
Loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):		4.3							
Optimal Cycle:	28	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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1	0	1	0

Volume Module:											
Base Vol:	0	0	0	5	0	71	64	891	20	50	836
Growth Adj:	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	5	0	71	64	891	20	50	836
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	5	0	71	64	891	20	50	836
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	71	64	891	20	50	836
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	0	0	0	5	0	71	64	891	20	50	836

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.94	1.00	0.84	0.76	0.76	0.78	0.78	0.78
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.13	1.83	0.04	0.11	1.85
Final Sat:	0	0	0	1787	0	1599	190	2650	59	163	2718

Capacity Analysis Module:											
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.04	0.34	0.34	0.31	0.31	0.31
Crit Moves:	****										
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.81	0.81	0.81	0.81	0.81
Volume/Cap:	0.00	0.00	0.00	0.03	0.00	0.41	0.41	0.41	0.41	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	40.0	0.0	43.3	2.8	2.8	2.8	2.6	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.0	0.0	43.3	2.8	2.8	2.8	2.6	2.6
DesignQueue:	0	0	0	0	0	4	1	10	0	1	9

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

Intersection #32 Hwy 101 at Newmark												

Cycle (sec):	120	Critical Vol./Cap. (X): 0.821										
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh): 32.4										
Optimal Cycle:	87	Level Of Service: C										

Approach:	North Bound	South Bound	East Bound	West Bound								
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	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 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 0	1 0 2 0 1	1 0 0 1 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0

Volume Module:												
Base Vol:	393	1030	5	0	1031	86	154	0	336	5	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	1030	5	0	1031	86	154	0	336	5	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	1030	5	0	1031	86	154	0	336	5	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1030	5	0	1031	86	154	0	336	5	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	393	1030	5	0	1031	86	154	0	336	5	5	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	1.00	0.90	0.81	0.74	1.00	0.83	0.80	0.80	0.80
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	0.34	0.33	0.33
Final Sat:	1736	3453	17	1900	3437	1537	1408	0	1583	510	510	510

Capacity Analysis Module:												
Vol/Sat:	0.23	0.30	0.30	0.00	0.30	0.06	0.11	0.00	0.21	0.01	0.01	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.28	0.64	0.64	0.00	0.37	0.37	0.26	0.00	0.26	0.26	0.26	0.26
Volume/Cap:	0.82	0.47	0.47	0.00	0.82	0.15	0.42	0.00	0.82	0.04	0.04	0.04
Delay/Veh:	51.5	11.2	11.2	0.0	38.9	25.7	37.8	0.0	54.3	33.3	33.3	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	11.2	11.2	0.0	38.9	25.7	37.8	0.0	54.3	33.3	33.3	33.3
DesignQueue:	20	27	0	0	47	8	0	17	0	0	0	0

Level Of Service Computation Report													
2000 HCM Operations Method (Base Volume Alternative)													
Intersection #33 Newmark at Sherman													
Cycle (sec):	100	Critical Vol./Cap. (X):		0.628									
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):		28.2									
Optimal Cycle:	60	Level Of Service:		C									
Approach:	North Bound	South Bound	East Bound	West Bound									
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	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 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0
Volume Module:													
Base Vol:	228 140 30	13 113 69	73 491 193	11 474 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	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	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	228 140 30	13 113 69	73 491 193	11 474 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	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	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	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	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	1.00 1.00 1.00
PHF Volume:	228 140 30	13 113 69	73 491 193	11 474 9									
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0									
Reduced Vol:	228 140 30	13 113 69	73 491 193	11 474 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	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	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	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	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	1.00 1.00 1.00
Final Vol:	228 140 30	13 113 69	73 491 193	11 474 9									
Saturation Flow Module:													
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.94 0.96 0.96	0.95 0.94 0.94	0.94 0.99 0.84	0.94 0.99 0.84	0.94 0.99 0.84	0.94 0.99 0.84	0.94 0.99 0.84	0.94 0.99 0.84	0.94 0.99 0.84	0.94 0.99 0.84	0.94 0.99 0.84	0.94 0.99 0.84	0.94 0.99 0.84
Lanes:	1.00 0.82 0.18	1.00 0.62 0.38	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	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
Final Sat:	1787 1509 323	1805 1112 679	1787 1881 1599	1787 1881 1599	1787 1881 1599	1787 1881 1599	1787 1881 1599	1787 1881 1599	1787 1881 1599	1787 1881 1599	1787 1881 1599	1787 1881 1599	1787 1881 1599
Capacity Analysis Module:													
Vol/Sat:	0.13 0.09 0.09	0.01 0.10 0.10	0.04 0.26 0.12	0.04 0.26 0.12	0.01 0.26 0.12	0.01 0.26 0.12	0.01 0.26 0.12	0.01 0.26 0.12	0.01 0.26 0.12	0.01 0.26 0.12	0.01 0.26 0.12	0.01 0.26 0.12	0.01 0.26 0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20 0.34 0.34	0.03 0.16 0.16	0.07 0.46 0.46	0.07 0.46 0.46	0.01 0.41 0.41	0.01 0.41 0.41	0.01 0.41 0.41	0.01 0.41 0.41	0.01 0.41 0.41	0.01 0.41 0.41	0.01 0.41 0.41	0.01 0.41 0.41	0.01 0.41 0.41
Volume/Cap:	0.63 0.27 0.27	0.27 0.63 0.63	0.63 0.56 0.26	0.63 0.56 0.26	0.56 0.63 0.63	0.56 0.63 0.63	0.56 0.63 0.63	0.56 0.63 0.63	0.56 0.63 0.63	0.56 0.63 0.63	0.56 0.63 0.63	0.56 0.63 0.63	0.56 0.63 0.63
Delay/Veh:	39.9 24.4 24.4	50.9 43.5 43.5	56.0 20.3 16.5	56.0 20.3 16.5	81.7 25.1 25.1	81.7 25.1 25.1	81.7 25.1 25.1	81.7 25.1 25.1	81.7 25.1 25.1	81.7 25.1 25.1	81.7 25.1 25.1	81.7 25.1 25.1	81.7 25.1 25.1
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	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	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	39.9 24.4 24.4	50.9 43.5 43.5	56.0 20.3 16.5	56.0 20.3 16.5	81.7 25.1 25.1	81.7 25.1 25.1	81.7 25.1 25.1	81.7 25.1 25.1	81.7 25.1 25.1	81.7 25.1 25.1	81.7 25.1 25.1	81.7 25.1 25.1	81.7 25.1 25.1
DesignQueue:	10 5 1	1 5 3	4 16 6	4 16 6	1 17 0	1 17 0	1 17 0	1 17 0	1 17 0	1 17 0	1 17 0	1 17 0	1 17 0

Level Of Service Computation Report													
2000 HCM Operations Method (Base Volume Alternative)													
Intersection #34 Newmark at Brussels													
Cycle (sec):	100	Critical Vol./Cap. (X):		0.434									
Loss Time (sec):	8 (Y+R = 4 sec)	Average Delay (sec/veh):		8.1									
Optimal Cycle:	29	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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	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 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0
Volume Module:													
Base Vol:	5	0	10	106	0	50	130	695	5	510	154		
Growth Adj:	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:	5	0	10	106	0	50	130	695	5	510	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	1.00
PHF Adj:	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:	5	0	10	106	0	50	130	695	5	510	154		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	5	0	10	106	0	50	130	695	5	510	154		
PCB Adj:	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
Final Vol:	5	0	10	106	0	50	130	695	5	510	154		
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	0.70	1.00	0.84	0.68	0.68	0.68	0.86	0.86	0.86	0.86
Lanes:	0.33	0.00	0.67	1.00	0.00	1.00	0.31	1.68	0.01	0.01	1.53	0.46	0.46
Final Sat:	537	0	1074	1322	0	1599	407	2176	16	25	2506	757	757
Capacity Analysis Module:													
Vol/Sat:	0.01	0.00	0.01	0.08	0.00	0.03	0.32	0.32	0.32	0.20	0.20	0.20	0.20
Crit Moves:	****												
Green/Cycle:	0.18	0.00	0.18	0.18	0.00	0.18	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.05	0.00	0.05	0.43	0.00	0.17	0.43	0.43	0.43	0.28	0.28	0.28	0.28
Delay/Veh:	33.6	0.0	33.6	37.4	0.0	34.6	5.3	5.3	5.3	4.5	4.5	4.5	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	0.0	33.6	37.4	0.0	34.6	5.3	5.3	5.3	4.5	4.5	4.5	4.5
DesignQueue:	0	0	0	5	0	2	11	0	0	8	2	8	2

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

Intersection #35 Pony Creek at Crowell

Average Delay (sec/veh): 3.5 Worst Case Level Of Service:

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 1 0 0 0 0 0 0
Volume Module:
Base Vol: 50 285 0 0 191 51 63 0 55 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 285 0 0 191 51 63 0 55 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 285 0 0 191 51 63 0 55 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 50 285 0 0 191 51 63 0 55 0 0 0 0
Critical Gap Module:
Critical Gap: 4.1 xxx xxxxxx xxxxxx 6.4 xxx 6.2 xxxxxx xxx xxxxxx
FollowUpTm: 2.2 xxx xxxxxx xxxxxx 3.5 xxx 3.3 xxxxxx xxx xxxxxx
Capacity Module:
Conflict Vol: 242 xxx xxxxxx xxxxxx 602 xxx 217 xxx xxx xxxxxx
Potent Cap: 1324 xxx xxxxxx xxxxxx 461 xxx 821 xxx xxx xxxxxx
Move Cap: 1324 xxx xxxxxx xxxxxx 448 xxx 821 xxx xxx xxxxxx
Level Of Service Module:
Stopped Del: 7.8 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxx xxx xxxxxx xxx xxx xxxxxx 568 xxx xxx xxx xxxxxx
Shrd StpDel: 7.8 xxx xxxxxx xxxxxx xxxxxx xxxxxx 13.0 xxx xxx xxx xxxxxx
Shared LOS: A *
ApproachDel: xxxxxx *
ApproachLOS: *

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

Intersection #36 Virginia at Harrison

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 38 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 Protected Protected
Rights: Include Include Include Include
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 85 5 103 15 10 10 25 1032 56 36 976 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 5 103 15 10 10 25 1032 56 36 976 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 85 5 103 15 10 10 25 1032 56 36 976 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 5 103 15 10 10 25 1032 56 36 976 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 85 5 103 15 10 10 25 1032 56 36 976 5
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.68 0.68 0.83 0.84 0.84 0.84 0.93 0.92 0.92 0.91 0.91 0.91
Lanes: 0.94 0.06 1.00 0.43 0.28 0.29 1.00 1.90 0.10 1.00 1.99 0.01
Final Sat: 1225 72 1568 687 458 458 1769 3329 181 1736 3452 18
Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.07 0.02 0.02 0.02 0.01 0.31 0.31 0.02 0.28 0.28
Crit Moves: *
Green/Cycle: 0.15 0.15 0.15 0.15 0.15 0.15 0.03 0.68 0.68 0.05 0.69 0.69
Volume/Cap: 0.45 0.45 0.43 0.14 0.14 0.14 0.41 0.45 0.45 0.45 0.41 0.41
Delay/Veh: 40.2 40.2 39.7 37.0 37.0 37.0 51.7 7.5 7.5 50.6 6.7 6.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 40.2 40.2 39.7 37.0 37.0 37.0 51.7 7.5 7.5 50.6 6.7 6.7
DesignQueue: 4 0 5 1 0 0 1 20 1 2 18 0

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

Intersection #37 Virginia at Safeway entrance
Average Delay (sec/veh): 3.1 Worst Case Level Of Service:

Approach: North Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 1 0 1 0 1 0 2 0 0
Volume Module:
Base Vol: 0 0 105 0 5 0 5 943 55 115 921 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 105 0 5 0 5 943 55 115 921 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 0 105 0 5 0 5 943 55 115 921 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 105 0 5 0 5 943 55 115 921 0
Critical Gap Module:
Critical Gap: 6.9 xxxxx 6.5 xxxxx 4.1 xxxxx xxxxx 4.2 xxxxx xxxxx
FollowUpTim: 3.3 xxxxxx 4.0 xxxxx 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 499 xxxxx 2159 xxxxx 921 xxxxx xxxxx 998 xxxxx xxxxx
Potential Cap.: 520 xxxxx 48 xxxxx 737 xxxxx xxxxx 683 xxxxx xxxxx
Move Cap.: 520 xxxxx 40 xxxxx 737 xxxxx xxxxx 683 xxxxx xxxxx
Level Of Service Module:
Stopped Del: xxxxx xxxxx 13.7 xxxxx 108 xxxxx 9.9 xxxxx xxxxx 11.3 xxxxx xxxxx
LOS by Move: * * B * F * A * * B *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 9.9 xxxxx xxxxx xxxxx
Shared LOS: * * * * A * * * *
ApproachDel: 13.7 B 108.1 F
ApproachLOS: B F

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

Intersection #38 Virginia at Pony Village entrance A
Average Delay (sec/veh): 1.8 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 0 1 1 0 1 0 2 0 0
Volume Module:
Base Vol: 55 0 20 0 0 0 0 915 90 50 924 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: 55 0 20 0 0 0 0 915 90 50 924 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 0 20 0 0 0 0 915 90 50 924 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 55 0 20 0 0 0 0 915 90 50 924 0
Critical Gap Module:
Critical Gap: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 1522 xxxxx 503 xxxxx xxxxx xxxxx xxxxx 1005 xxxxx xxxxx
Potential Cap.: 110 xxxxx 517 xxxxx xxxxx xxxxx xxxxx 697 xxxxx xxxxx
Move Cap.: 104 xxxxx 517 xxxxx xxxxx xxxxx xxxxx 697 xxxxx xxxxx
Level Of Service Module:
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.6 xxxxx xxxxx
LOS by Move: * * * * * * * B *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 132 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 63.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * F * * * * *
ApproachDel: 63.0 F
ApproachLOS: F

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

Intersection #39 Sherman at Hwy 101 South

Average Delay (sec/veh): 1.6 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 0 1 0 1 0 0 1 0 0 1 1 0 0 0
Volume Module:
Base Vol: 0 0 0 20 968 230 25 70 0 5 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 0 0 20 968 230 25 70 0 5 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 0 0 20 968 230 25 70 0 5 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 20 968 230 25 70 0 5 0 0

Critical Gap Module:
Critical Gap: 4.1 xxxxx 7.1 6.5 xxxxx 7.1 xxxxx xxxxx
FollowUpTm: 2.2 xxxxx xxxxx 3.5 4.0 xxxxx 3.5 xxxxx xxxxx
Capacity Module:
Conflict Vol: 0 xxxxx xxxxx 1123 1123 xxxxx 559 xxxxx xxxxx
Potential Cap: 0 xxxxx xxxxx 185 207 xxxxx 443 xxxxx xxxxx
Move Cap: 0 xxxxx xxxxx 185 207 xxxxx 327 xxxxx xxxxx

Level Of Service Module:
Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx 16.2 xxxxx xxxxx
LOS by Move: A * * * * C * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 0 xxxxx xxxxx 201 xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: 0 xxxxx xxxxx xxxxx xxxxx 38.0 xxxxx xxxxx xxxxx
Shared LOS: * * * * E * * * *
ApproachDel: xxxxx xxxxx 38.0 16.2
ApproachLOS: * * E C

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

Intersection #40 Virginia at Meade

Average Delay (sec/veh): 4.8 Worst Case Level Of Service:

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 Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 1 0
Volume Module:
Base Vol: 5 0 15 5 0 154 297 720 0 0 872 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: 5 0 15 5 0 154 297 720 0 0 872 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: 5 0 15 5 0 154 297 720 0 0 872 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 5 0 15 5 0 154 297 720 0 0 872 10

Critical Gap Module:
Critical Gap: 6.9 7.5 xxxxx 6.9 4.1 xxxxx xxxxx xxxxx
FollowUpTm: 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: 1750 xxxxx 360 1831 xxxxx 441 882 xxxxx xxxxx
Potential Cap: 56 xxxxx 642 48 xxxxx 567 762 xxxxx xxxxx
Move Cap: 26 xxxxx 642 30 xxxxx 567 762 xxxxx xxxxx

Level Of Service Module:
Stopped Del: 175.5 xxxxx xxxxx xxxxx xxxxx 12.7 xxxxx xxxxx xxxxx
LOS by Move: F * * * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 0 xxxxx xxxxx 642 xxxxx 361 xxxxx xxxxx xxxxx
Shrd StpDel: 0 xxxxx xxxxx 10.7 xxxxx 22.6 xxxxx 12.7 xxxxx xxxxx
Shared LOS: * * * * B * * C * *
ApproachDel: 51.9 22.6
ApproachLOS: F C

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

Intersection #41 Virginia at Marion

Average Delay (sec/veh): 2.2 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 30 5 90 20 5 10 0 914 60 30 930 5
Growth Adj: 1.00 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 5 90 20 5 10 0 914 60 30 930 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 5 90 20 5 10 0 914 60 30 930 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 30 5 90 20 5 10 0 914 60 30 930 5
Critical Gap Module:
Critical Gap: 7.5 6.5 6.9 7.5 6.5 6.9 7.5 6.5 6.9 7.5 6.5 6.9
FollowUpTm: 3.5 4.0 3.3 3.5 4.0 3.3 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Conflict Vol: 1472 1939 487 1452 1967 468 1472 1939 487 1452 1967 468
Potential Cap.: 89 65 529 93 64 547 89 65 529 93 64 547
Move Cap.: 80 63 529 70 61 547 80 63 529 70 61 547
Level Of Service Module:
Stopped Del:xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move: * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 199 xxxxx 91 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxx 49.3 xxxxx 67.5 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * E * * * * * * * * * * * * * * * *
ApproachDel: 49.3 67.5 xxxxxx xxxxxx
ApproachLOS: E F

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

Intersection #42 Virginia at Maple

Average Delay (sec/veh): 4.1 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 0 1
Volume Module:
Base Vol: 0 0 0 192 0 10 0 308 0 0 419 149
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 192 0 10 0 308 0 0 419 149
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 192 0 10 0 308 0 0 419 149
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 192 0 10 0 308 0 0 419 149
Critical Gap Module:
Critical Gap:xxxx xxxx xxxx 6.4 xxxx 6.2 xxxx xxxx xxxx xxxx
FollowUpTm:xxxx xxxx xxxx 3.5 xxxx 3.3 xxxx xxxx xxxx xxxx
Capacity Module:
Conflict Vol:xxxx xxxx xxxxxx 727 xxxxx 419 xxxxx xxxxx xxxxx
Potential Cap.: xxx xxxxx xxxxx 392 xxxxx 636 xxxxx xxxxx xxxxx
Move Cap.: xxx xxxxx xxxxx 392 xxxxx 636 xxxxx xxxxx xxxxx
Level Of Service Module:
Stopped Del:xxxx xxxx xxxxx 22.6 xxxxx 10.7 xxxxx xxxxx xxxxx
LOS by Move: * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx 22.1 xxxxxx
ApproachLOS: * C

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

Intersection #43 Maple at East Airport Way

Average Delay (sec/veh): 2.0 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 10 0 10 5 122 0 0 144 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
Initial Bse: 0 0 10 0 10 5 122 0 0 144 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
PHF Adj: 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 10 0 10 5 122 0 0 144 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 10 0 10 5 122 0 0 144 30
Critical Gap Module:
Critical Gap:xxxxx xxxx xxxx 6.4 xxxx 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxx 3.5 xxxx 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 291 xxxx 159 174 xxxx xxxxx xxxxx xxxxx xxxxx
Potential Cap.: xxxx xxxx xxxxx 702 xxxx 889 1415 xxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 700 xxxx 889 1415 xxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 7.6 xxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 783 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 9.7 xxxxx 7.6 xxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx 9.7 A xxxxxx
ApproachLOS: * A

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

Intersection #44 Virginia at Arthur

Average Delay (sec/veh): 1.8 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 0 10 0 30 8 112 0 0 232 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: 0 0 0 0 10 0 30 8 112 0 0 232 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: 0 0 0 0 10 0 30 8 112 0 0 232 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 0 10 0 30 8 112 0 0 232 15
Critical Gap Module:
Critical Gap:xxxxx xxxx xxxx 6.4 xxxx 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxx 3.5 xxxx 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx
Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 368 xxxx 240 247 xxxx xxxxx xxxxx xxxxx xxxxx
Potential Cap.: xxxx xxxx xxxxx 636 xxxx 804 1325 xxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 634 xxxx 804 1325 xxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 7.7 xxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 754 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 10.0 xxxxx 7.7 xxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * B * * * * *
ApproachDel: xxxxxx 10.0 B xxxxxx
ApproachLOS: * B

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

Intersection #45 Virginia at Channel St.

Average Delay (sec/veh): 2.1 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 21 0 12 24 129 0 0 199 23
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 21 0 12 24 129 0 0 199 23
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 21 0 12 24 129 0 0 199 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 21 0 12 24 129 0 0 199 23
Critical Gap Module:
Critical Gap:xxxx 6.4 xxxx 6.2 4.1 xxxx xxxx xxxx xxxx
FollowUpTm:xxxx 3.5 xxxx 3.3 2.2 xxxx xxxx xxxx xxxx
Capacity Module:
Conflict Vol: xxxx 388 xxxx 211 222 xxxx xxxx xxxx xxxx
Potential Cap.: xxxx 620 xxxx 835 1347 xxxx xxxx xxxx xxxx
Move Cap.: xxxx 611 xxxx 835 1347 xxxx xxxx xxxx xxxx
Level Of Service Module:
Stopped Del:xxxx xxxx 7.7 xxxx xxxx 7.7 xxxx xxxx xxxx
LOS by Move: * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 0 xxxx 677 xxxx 7.7 xxxx xxxx xxxx
Shrd StpDel:xxxx xxxx 10.6 xxxx 7.7 xxxx xxxx xxxx
Shared LOS: * * * * A * * * * *
ApproachDel: xxxxxx 10.6 xxxxxx xxxxxx
ApproachLOS: * * * * * * * * *

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

Intersection #46 Lakeshore at Crocker

Average Delay (sec/veh): 5.1 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 10 5 29 5 74 68 76 0 0 37 17
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 10 5 29 5 74 68 76 0 0 37 17
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 10 5 29 5 74 68 76 0 0 37 17
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 10 5 29 5 74 68 76 0 0 37 17
Critical Gap Module:
Critical Gap:xxxx 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxx xxxx
FollowUpTm:xxxx 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxx xxxx
Capacity Module:
Conflict Vol: xxxx 266 76 255 258 46 54 xxxx xxxx xxxx
Potential Cap.: xxxx 643 991 686 645 1021 1551 xxxx xxxx
Move Cap.: xxxx 614 991 650 616 1021 1551 xxxx xxxx
Level Of Service Module:
Stopped Del:xxxx xxxx 7.4 xxxx xxxx 7.4 xxxx xxxx xxxx
LOS by Move: * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 703 xxxx 863 xxxx xxxx xxxx xxxx
Shrd StpDel:xxxx 10.2 xxxx 9.8 xxxx 7.4 xxxx xxxx
Shared LOS: * * * * B * * * * *
ApproachDel: 10.2 9.8 xxxxxx
ApproachLOS: B A * * * * *

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

Intersection #47 Virginia at Oak

Average Delay (sec/veh): 2.4 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0
Volume Module:
Base Vol: 11 26 54 15 45 10 5 197 22 74 294 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: 11 26 54 15 45 10 5 197 22 74 294 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: 11 26 54 15 45 10 5 197 22 74 294 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 11 26 54 15 45 10 5 197 22 74 294 20
Critical Gap Module:
Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx
Capacity Module:
Conflict Vol: 698 680 208 710 681 304 314 xxxx xxxxx 219 xxxx xxxxx
Potential Cap: 355 373 832 351 375 740 1241 xxxx xxxxx 1356 xxxx xxxxx
Move Cap: 302 351 832 296 353 740 1241 xxxx xxxxx 1356 xxxx xxxxx
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx 7.9 xxxx xxxxx 7.8 xxxx xxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxx 519 xxxxx xxxx 365 xxxxx xxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxxx 13.4 xxxxx 17.2 xxxxx 17.2 xxxxx 17.2 xxxxx
Shared LOS: * B * * * C * * * * * C * * * * *
ApproachDel: 13.4 * * * * * C * * * * *
ApproachLOS: B

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

Intersection #48 Newmark at Oak

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 47 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: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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
PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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
Final Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.89 1.00 0.89 0.93 0.93 1.00 1.00 1.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92
Lanes: 0.00 0.00 0.00 0.38 0.00 0.38 0.00 0.62 1.00 2.00 0.00 0.00 1.87 0.13 0.13 0.13 0.13
Final Sat: 0 0 0 0 640 0 1051 1769 3538 0 0 3272 231 231 231 231 231 231
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.09 0.00 0.09 0.07 0.34 0.00 0.00 0.36 0.36 0.36 0.36 0.36
Crit Moves: **** *
Green/Cycle: 0.00 0.00 0.00 0.15 0.00 0.15 0.12 0.73 0.00 0.00 0.00 0.61 0.61 0.61 0.61 0.61 0.61
Volume/Cap: 0.00 0.00 0.00 0.58 0.00 0.58 0.58 0.47 0.00 0.00 0.00 0.58 0.58 0.58 0.58 0.58 0.58
Delay/Veh: 0.0 0.0 0.0 43.1 0.0 43.1 45.6 5.7 0.0 0.0 0.0 12.3 12.3 12.3 12.3 12.3 12.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 43.1 0.0 43.1 45.6 5.7 0.0 0.0 0.0 12.3 12.3 12.3 12.3 12.3 12.3
DesignQueue: 0 0 0 3 0 4 6 20 0 0 0 28 28 28 28 28 28 28

Coos Bay/North Bend TSP
PM Peak Hour
Future 2020 Conditions

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #49 Newmark at Morrison

Average Delay (sec/veh): 1.3 Worst Case Level Of Service:

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

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

Volume Module:
Base Vol: 15 0 123 0 0 0 0 870 21 169 979 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
Initial Bse: 15 0 123 0 0 0 0 870 21 169 979 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 0 123 0 0 0 0 870 21 169 979 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 15 0 123 0 0 0 0 870 21 169 979 0

Critical Gap Module:
Critical Gap: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:
Conflict Vol: 1708 xxxxx 446 xxxxx xxxxx xxxxx xxxxx 891 xxxxx xxxxx
Potential Cap.: 82 xxxxx 560 xxxxx xxxxx xxxxx xxxxx 757 xxxxx xxxxx
Move Cap.: 58 xxxxx 560 xxxxx xxxxx xxxxx xxxxx 757 xxxxx xxxxx

Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 11.1 xxxxx xxxxx
LOS by Move: * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 313 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx 25.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 25.2 xxxxx xxxxx xxxxx xxxxx xxxxx
ApproachLOS: D D

Coos Bay/North Bend TSP
PM Peak Hour
Future 2020 Conditions

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #50 Empire Blvd. at Pacific

Average Delay (sec/veh): 2.6 Worst Case Level Of Service:

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

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

Volume Module:
Base Vol: 0 603 28 5 703 0 0 0 0 0 0 21 0 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: 0 603 28 5 703 0 0 0 0 0 0 21 0 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: 0 603 28 5 703 0 0 0 0 0 0 21 0 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 603 28 5 703 0 0 0 0 0 0 21 0 10

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

Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 631 xxxxx xxxxx xxxxx xxxxx 1330 xxxxx 617
Potential Cap.: xxxxx xxxxx xxxxx 947 xxxxx xxxxx xxxxx xxxxx 169 xxxxx 486
Move Cap.: xxxxx xxxxx xxxxx 947 xxxxx xxxxx xxxxx xxxxx 168 xxxxx 486

Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx 8.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 213 xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx 8.8 xxxxx xxxxx xxxxx xxxxx xxxxx 24.7 xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 24.7
ApproachLOS: * * * * * C

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

Intersection #51 Virginia at Hwy 101 North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 30 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 376 838 5 0 0 234 30 0 0 50 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
Initial Bse: 376 838 5 0 0 234 30 0 0 50 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 376 838 5 0 0 234 30 0 0 50 10
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 376 838 5 0 0 234 30 0 0 50 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 376 838 5 0 0 234 30 0 0 50 10
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.86 0.86 0.86 1.00 1.00 0.67 0.94 1.00 1.00 0.88 0.88
Lanes: 0.93 2.06 0.01 0.00 0.00 0.00 1.00 1.00 0.00 1.67 0.33
Final Sat: 1506 3356 20 0 0 1277 1777 0 0 2792 558
Capacity Analysis Module:
Vol/Sat: 0.25 0.25 0.25 0.00 0.00 0.00 0.18 0.02 0.00 0.00 0.02 0.02
Crit Moves: ****
Green/Cycle: 0.53 0.53 0.53 0.00 0.00 0.00 0.39 0.39 0.00 0.00 0.39 0.39
Volume/Cap: 0.47 0.47 0.47 0.00 0.00 0.00 0.47 0.04 0.00 0.00 0.05 0.05
Delay/Veh: 14.8 14.8 14.8 0.0 0.0 0.0 23.5 19.0 0.0 0.0 19.0 19.0
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: 14.8 14.8 14.8 0.0 0.0 0.0 23.5 19.0 0.0 0.0 19.0 19.0
DesignQueue: 10 23 0 0 0 0 8 1 0 0 2 0

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

Intersection #52 Virginia at Hwy 101 South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 35 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0
Lanes: 0
Volume Module:
Base Vol: 0 0 5 10 679 405 0 208 382 50 287 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 5 10 679 405 0 208 382 50 287 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 0 5 10 679 405 0 208 382 50 287 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 5 10 679 405 0 208 382 50 287 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 0 0 5 10 679 405 0 208 382 50 287 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 0.87 0.80 0.80 0.80 1.00 0.83 0.83 0.75 0.75 1.00
Lanes: 0.00 0.00 1.00 0.03 1.97 1.00 0.00 1.00 1.00 0.30 1.70 0.00
Final Sat: 0 0 1644 44 3011 1528 0 1568 1568 421 2419 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.23 0.23 0.27 0.00 0.13 0.24 0.12 0.12 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.01 0.48 0.48 0.48 0.00 0.44 0.44 0.44 0.44 0.00
Volume/Cap: 0.00 0.00 0.56 0.47 0.47 0.56 0.00 0.30 0.56 0.27 0.27 0.00
Delay/Veh: 0.0 0.0 109.5 17.8 17.8 19.0 0.0 18.3 21.5 18.0 18.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 109.5 17.8 17.8 19.0 0.0 18.3 21.5 18.0 18.0 0.0
DesignQueue: 0 0 0 0 0 21 12 0 7 13 2 9

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

Intersection #53 California at Hwy 101 North

Average Delay (sec/veh): 0.2 Worst Case Level Of Service:

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 1 1 0 0 0 0 0 0 1 0 0 0 0 0 1 0
Volume Module: 70 913 0 0 0 0 10 5 0 0 5 10
Base Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 70 913 0 0 0 0 10 5 0 0 5 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: 70 913 0 0 0 0 10 5 0 0 5 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 70 913 0 0 0 0 10 5 0 0 5 10
Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx 7.2 6.6 xxxxx xxxxx 6.6 6.3
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.6 4.1 xxxxx xxxxx 4.0 3.3
Capacity Module:
Conflict Vol: 0 xxxxx xxxxx xxxxx xxxxx 447 1053 xxxxx xxxxx 1053 304
Potential Vol: 0 xxxxx xxxxx xxxxx xxxxx 505 217 xxxxx xxxxx 223 728
Move Cap.: 0 xxxxx xxxxx xxxxx xxxxx 490 217 xxxxx xxxxx 223 728
Level Of Service Module:
Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 345 xxxxx xxxxx xxxxx 415
Shrd StpDel: 0.0 xxxxx xxxxx xxxxx xxxxx 15.9 xxxxx xxxxx xxxxx 14.0
Shared LOS: A *
ApproachDel: xxxxxx *
ApproachLOS: *

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

Intersection #54 Florida at Sherman

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 36 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Lanes: 0 1 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0
Volume Module: 5 867 0 0 843 7 311 5 15 70 10 0
Base Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 867 0 0 843 7 311 5 15 70 10 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: 5 867 0 0 843 7 311 5 15 70 10 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 867 0 0 843 7 311 5 15 70 10 0
PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 5 867 0 0 843 7 311 5 15 70 10 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.87 0.87 0.95 0.95 0.90 0.90 0.67 0.67 0.67 0.64 0.64 1.00
Lanes: 0.01 1.99 0.00 0.00 0.00 0.00 0.02 0.94 0.01 0.05 0.87 0.13
Final Sat.: 19 3287 0 0 3405 28 1189 19 57 1058 151 0
Capacity Analysis Module:
Vol/Sat: 0.26 0.26 0.00 0.00 0.25 0.25 0.26 0.26 0.07 0.07 0.07 0.00
Crit Moves: ****
Green/Cycle: 0.46 0.46 0.00 0.00 0.46 0.46 0.46 0.46 0.46 0.46 0.46 0.00
Volume/Cap: 0.57 0.57 0.00 0.00 0.54 0.54 0.57 0.57 0.57 0.57 0.57 0.00
Delay/Veh: 20.2 20.2 0.0 0.0 19.6 19.6 21.3 21.3 21.3 21.3 21.3 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 20.2 20.2 0.0 0.0 19.6 19.6 21.3 21.3 21.3 21.3 21.3 0.0
DesignQueue: 0 28 0 0 27 0 10 0 0 2 0 0 0

Level Of Service Computation Report														
2000 HCM Operations Method (Base Volume Alternative)														
Intersection #55 Broadway at 16th														
Cycle (sec):	100	Critical Vol./Cap. (X):										0.464		
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):										14.7		
Optimal Cycle:	39	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	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	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 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 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0
Volume Module:														
Base Vol:	10 903	34 6 774	25 30 0	10 159 15	12 12									
Growth Adj:	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	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Initial Bse:	10 903	34 6 774	25 30 0	10 159 15	12 12									
User Adj:	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	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Adj:	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	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Volume:	10 903	34 6 774	25 30 0	10 159 15	12 12									
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0									
Reduced Vol:	10 903	34 6 774	25 30 0	10 159 15	12 12									
PCE Adj:	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	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
MLF Adj:	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	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Final Vol.:	10 903	34 6 774	25 30 0	10 159 15	12 12									
Saturation Flow Module:														
Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.93 0.93	0.93 0.93	0.93 0.93	0.74 1.00	0.74 0.70	0.70 0.70	0.70 0.70	0.70 0.70	0.70 0.70	0.70 0.70	0.70 0.70	0.70 0.70	0.70 0.70	0.70 0.70
Lanes:	1.00 1.93	0.07 1.00	1.94 0.06	0.75 0.00	0.25 0.86	0.08 0.06	0.06 0.06	0.06 0.06	0.06 0.06	0.06 0.06	0.06 0.06	0.06 0.06	0.06 0.06	0.06 0.06
Final Sat.:	1769 3392	128 1769	3410 110	1055 0	352 1144	108 86								
Capacity Analysis Module:														
Vol/Sat:	0.01 0.27	0.27 0.00	0.23 0.23	0.03 0.00	0.03 0.14	0.14 0.14	0.14 0.14	0.14 0.14	0.14 0.14	0.14 0.14	0.14 0.14	0.14 0.14	0.14 0.14	0.14 0.14
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***	***	***
Green/Cycle:	0.01 0.57	0.57 0.01	0.57 0.57	0.30 0.00	0.30 0.30	0.30 0.30	0.30 0.30	0.30 0.30	0.30 0.30	0.30 0.30	0.30 0.30	0.30 0.30	0.30 0.30	0.30 0.30
Volume/Cap:	0.40 0.46	0.46 0.40	0.40 0.40	0.10 0.00	0.10 0.10	0.10 0.10	0.10 0.10	0.10 0.10	0.10 0.10	0.10 0.10	0.10 0.10	0.10 0.10	0.10 0.10	0.10 0.10
Delay/Veh:	59.1 12.6	12.6 73.6	12.3 12.3	25.4 0.0	25.4 29.4	29.4 29.4	29.4 29.4	29.4 29.4	29.4 29.4	29.4 29.4	29.4 29.4	29.4 29.4	29.4 29.4	29.4 29.4
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	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
AdjDel/Veh:	59.1 12.6	12.6 73.6	12.3 12.3	25.4 0.0	25.4 29.4	29.4 29.4	29.4 29.4	29.4 29.4	29.4 29.4	29.4 29.4	29.4 29.4	29.4 29.4	29.4 29.4	29.4 29.4
DesignQueue:	1 23	1 0	20 1	1 0	0 0	6 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0

Level Of Service Computation Report														
2000 HCM Operations Method (Base Volume Alternative)														
Intersection #56 Broadway at Newmark														
Cycle (sec):	100	Critical Vol./Cap. (X):			0.844									
Loss Time (sec):	16 (Y+R = 4 sec)	Average Delay (sec/veh):			41.8									
Optimal Cycle:	98	Level Of Service:			D									
Approach:	North Bound	South Bound	East Bound	West Bound										
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	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 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 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0
Volume Module:														
Base Vol:	142 382	38 78 283	35 502 474	176 38 356	164									
Growth Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00									
Initial Bse:	142 382	38 78 283	35 502 474	176 38 356	164									
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00									
PHF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00									
PHF Volume:	142 382	38 78 283	35 502 474	176 38 356	164									
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0									
Reduced Vol:	142 382	38 78 283	35 502 474	176 38 356	164									
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00									
MLF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00									
Final Vol.:	142 382	38 78 283	35 502 474	176 38 356	164									
Saturation Flow Module:														
Sat/Lane:	1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900									
Adjustment:	0.94 0.98	0.98 0.92 0.96	0.96 0.93 0.89	0.89 0.93 0.89	0.89									
Lanes:	1.00 0.91	0.09 1.00 0.89	0.11 1.00 1.46	0.54 1.00 1.37	0.63									
Final Sat.:	1787 1689	168 1753 1616	200 1769 2474	919 1769 2308	1063									
Capacity Analysis Module:														
Vol/Sat:	0.08 0.23	0.23 0.04 0.18	0.18 0.28 0.19	0.19 0.02 0.15	0.15									
Crit Moves:	***	***	***	***	***									
Green/Cycle:	0.10 0.27	0.27 0.05 0.22	0.22 0.34 0.47	0.47 0.05 0.18	0.18									
Volume/Cap:	0.79 0.84	0.84 0.79 0.79	0.84 0.41 0.41	0.41 0.41 0.84	0.84									
Delay/Veh:	65.1 47.1	47.1 94.1 47.2	47.2 41.4 17.8	17.8 48.8 49.8	49.8									
User DelAdj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00									
AdjDel/Veh:	65.1 47.1	47.1 94.1 47.2	47.2 41.4 17.8	17.8 48.8 49.8	49.8									
DesignQueue:	7 16	2 4 13	2 20 15	5 2 17	8									

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

Intersection #57 Newmark at Laclair

Average Delay (sec/veh): 1.5 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 0 0 1 0
Volume Module:
Base Vol: 17 0 124 0 0 0 0 812 17 58 871 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: 17 0 124 0 0 0 0 812 17 58 871 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: 17 0 124 0 0 0 0 812 17 58 871 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 17 0 124 0 0 0 0 812 17 58 871 0
Critical Gap Module:
Critical Gap: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTm: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 1808 xxxxx 821 xxxxx xxxxx xxxxx xxxxx 829 xxxxx xxxxx
Potential Cap: 87 xxxxx 376 xxxxx xxxxx xxxxx xxxxx 803 xxxxx xxxxx
Move Cap: 83 xxxxx 376 xxxxx xxxxx xxxxx xxxxx 803 xxxxx xxxxx
Level Of Service Module:
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.8 xxxxx xxxxx
LOS by Move: * * * * * * * * * * A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx 263 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 33.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * D * * * * * * * * * * *
ApproachDel: 33.4
ApproachLOS: D

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

Intersection #58 Newmark at Ocean Blvd.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.614
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 40 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 611 0 43 0 0 0 0 714 412 0 792 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: 611 0 43 0 0 0 0 714 412 0 792 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: 611 0 43 0 0 0 0 714 412 0 792 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 611 0 43 0 0 0 0 714 412 0 792 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 611 0 43 0 0 0 0 714 412 0 792 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 1.00 0.83 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.93
Lanes: 2.00 0.00 1.00 0.00 0.00 1.00 1.00 1.00 2.00 0.00 0.00
Final Sat: 3432 0 1583 0 0 1900 1900 1845 2760 0 3538
Capacity Analysis Module:
Vol/Sat: 0.18 0.00 0.03 0.00 0.00 0.00 0.00 0.00 0.15 0.00 0.22
Crit Moves: ****
Green/Cycle: 0.29 0.00 0.29 0.00 0.00 0.00 0.00 0.00 0.63 0.00 0.63
Volume/Cap: 0.61 0.00 0.09 0.00 0.00 0.00 0.00 0.00 0.61 0.24 0.36
Delay/Veh: 31.8 0.0 26.0 0.0 0.0 0.0 0.0 0.0 12.1 8.1 0.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 31.8 0.0 26.0 0.0 0.0 0.0 0.0 0.0 12.1 8.1 0.9
DesignQueue: 25 0 2 0 0 0 0 0 16 9 0

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

Intersection #59 Thompson at Coosbay
Average Delay (sec/veh): 5.6 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 0 1 0 0 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 161 264 0 0 280 25 89 0 190 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: 161 264 0 0 280 25 89 0 190 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: 161 264 0 0 280 25 89 0 190 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 161 264 0 0 280 25 89 0 190 0 0 0
Critical Gap Module:
Critical Gap: 4.1 xxx xxxxxx 6.4 xxx 6.2 xxx xxx xxx
FollowUpTim: 2.2 xxx xxxxxx 3.5 xxx 3.3 xxx xxx xxx
Capacity Module:
Conflict Vol: 305 xxx xxxxxx 879 xxx 293 xxx xxx xxx
Potential Cap.: 1262 xxx xxxxxx 320 xxx 749 xxx xxx xxx
Move Cap.: 1262 xxx xxxxxx 288 xxx 749 xxx xxx xxx
Level Of Service Module:
Stopped Del: 8.3 xxx xxxxxx 8.5 xxx xxx xxx xxx xxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx 496 xxx xxx xxx xxx
Shrd StpDel: xxx xxx xxxxxx 21.2 xxx xxx xxx xxx
Shared LOS: * * * * *
ApproachDel: xxxxxx 21.2 C
ApproachLOS: *

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

Intersection #60 Woodland at Thompson
Average Delay (sec/veh): 3.2 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 362 30 136 506 0 0 0 0 0 0 0 0 39 0 237
Growth Adj: 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: 0 362 30 136 506 0 0 0 0 0 0 0 0 39 0 237
User Adj: 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
PHF Volume: 0 362 30 136 506 0 0 0 0 0 0 0 0 39 0 237
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 362 30 136 506 0 0 0 0 0 0 0 0 39 0 237
Critical Gap Module:
Critical Gap: 4.1 xxx xxxxxx 4.1 xxx xxxxxx 6.4 xxx 6.2
FollowUpTim: 2.2 xxx xxxxxx 2.2 xxx xxxxxx 3.5 xxx 3.3
Capacity Module:
Conflict Vol: xxx xxx xxxxxx 392 xxx xxxxxx 1155 xxx 377
Potential Cap.: xxx xxx xxxxxx 1167 xxx xxxxxx 218 xxx 670
Move Cap.: xxx xxx xxxxxx 1167 xxx xxxxxx 198 xxx 670
Level Of Service Module:
Stopped Del: xxx xxx xxxxxx 8.5 xxx xxxxxx 27.6 xxx 13.3
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx 1155 xxx xxxxxx 218 xxx 670
Shrd StpDel: xxx xxx xxxxxx 1167 xxx xxxxxx 198 xxx 670
Shared LOS: * * * * *
ApproachDel: xxxxxx 15.3 C
ApproachLOS: *

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

Intersection #61 Ocean Blvd. at Woodland

Cycle (sec): 100 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: 47 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Lanes: 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 1 1 0
Volume Module:
Base Vol: 0 0 350 0 135 104 696 0 0 641 244
Growth Adj: 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 0 350 0 135 104 696 0 0 641 244
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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 0 350 0 135 104 696 0 0 641 244
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 350 0 135 104 696 0 0 641 244
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.93 1.00 0.83 0.92 0.92 1.00 1.00 0.89
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 1.45
Final Sat.: 0 0 1769 0 1583 1753 3505 0 0 2457 935
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.20 0.00 0.09 0.06 0.20 0.00 0.00 0.26
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.34 0.00 0.34 0.10 0.54 0.00 0.00 0.44
Volume/Cap: 0.00 0.00 0.00 0.59 0.00 0.25 0.59 0.37 0.00 0.00 0.59
Delay/Veh: 0.0 0.0 0.0 29.0 0.0 24.3 48.1 13.1 0.0 0.0 21.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 29.0 0.0 24.3 48.1 13.1 0.0 0.0 21.6
DesignQueue: 0 0 14 0 5 5 19 0 0 21 8

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

Intersection #62 Ocean Blvd. at Radar

Average Delay (sec/veh): 3.1 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 0 1 1 0 0 1 1 0 0
Volume Module:
Base Vol: 10 0 76 0 0 0 0 0 528 51 95 685 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 0 76 0 0 0 0 0 528 51 95 685 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 0 76 0 0 0 0 0 528 51 95 685 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 10 0 76 0 0 0 0 0 528 51 95 685 0
Critical Gap Module:
Critical Gap: 6.8 xxx 6.9 xxx xxx xxx xxx xxx 4.1 xxx xxx
FollowUpTrm: 3.5 xxx 3.3 xxx xxx xxx xxx xxx 2.2 xxx xxx
Capacity Module:
Conflict Vol: 1086 xxx 290 xxx xxx xxx xxx xxx 579 xxx xxx
Potential Cap.: 211 xxx 707 xxx xxx xxx xxx xxx 991 xxx xxx
Move Cap.: 195 xxx 707 xxx xxx xxx xxx xxx 991 xxx xxx
Level Of Service Module:
Stopped Del: xxx xxx xxx xxx xxx xxx xxx 9.0 xxx xxx
LOS by Move: * * * * * * * * * * A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx 541 xxx xxx xxx xxx xxx xxx xxx
Shrd StpDel: xxx 12.9 xxx xxx xxx xxx xxx xxx
Shared LOS: * B * * * * * A *
ApproachDel: 12.9 xxx xxx xxx
ApproachLOS: B

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

Intersection #63 Hwy 101 at Clark

Average Delay (sec/veh): 0.3 Worst Case Level Of Service:

Approach: North Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 30 1169 0 0 1118 5 10 0 15 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 1169 0 0 1118 5 10 0 15 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1169 0 0 1118 5 10 0 15 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 30 1169 0 0 1118 5 10 0 15 0 0 0
Critical Gap Module:
Critical Gap: 4.2 xxx xxxxxx xxxxxx 6.8 xxx 6.9 xxx xxx xxx xxx
FollowUpTim: 2.2 xxx xxxxxx xxxxxx 3.5 xxx 3.3 xxx xxx xxx xxx
Capacity Module:
Conflict Vol: 1123 xxx xxxxxx 1765 xxx 562 xxx xxx xxx xxx
Potential Cap.: 612 xxx xxxxxx 77 xxx 476 xxx xxx xxx xxx
Move Cap.: 612 xxx xxxxxx 74 xxx 476 xxx xxx xxx xxx
Level Of Service Module:
Stopped Del: 11.2 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: B *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxxxxx xxxxxx xxxxxx xxxxxx 150 xxxxxx xxxxxx xxxxxx
Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 33.8 xxxxxx xxxxxx xxxxxx
Shared LOS: *
ApproachDel: xxxxxx *
ApproachLOS: *

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

Intersection #64 Hwy 101 at Casino entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.523
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 42 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Lanes: 1 0 2 0 1 1 0 1 1 0 0 0 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 5 1064 110 50 943 0 10 20 10 110 10 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: 5 1064 110 50 943 0 10 20 10 110 10 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: 5 1064 110 50 943 0 10 20 10 110 10 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 1064 110 50 943 0 10 20 10 110 10 50
PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 5 1064 110 50 943 0 10 20 10 110 10 50
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.91 0.91 0.82 0.91 0.91 0.95 0.90 0.90 0.90 0.71 0.71 0.71
Lanes: 1.00 2.00 1.00 1.00 2.00 0.00 0.25 0.50 0.25 0.65 0.06 0.29
Final Sat.: 1736 3473 1554 1736 3473 0 428 855 428 878 80 399
Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.07 0.03 0.27 0.00 0.02 0.02 0.02 0.13 0.13 0.13
Crit Moves: ****
Green/Cycle: 0.01 0.59 0.59 0.06 0.63 0.00 0.24 0.24 0.24 0.24 0.24 0.24
Volume/Cap: 0.43 0.52 0.12 0.52 0.43 0.00 0.10 0.10 0.10 0.52 0.52 0.52
Delay/Veh: 72.8 12.6 9.3 51.2 9.3 0.0 29.7 29.7 29.7 34.6 34.6 34.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 72.8 12.6 9.3 51.2 9.3 0.0 29.7 29.7 29.7 34.6 34.6 34.6
DesignQueue: 0 26 3 3 21 0 0 0 1 0 5 0

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

Intersection #65 Libby at Wilshire

Average Delay (sec/veh): 3.2 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 45 0 25 25 106 0 0 76 63
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 45 0 25 25 106 0 0 76 63
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 45 0 25 25 106 0 0 76 63
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 45 0 25 25 106 0 0 76 63
Critical Gap Module:
Critical Gap:xxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: xxxxx 263 xxxxx 108 139 xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx 726 xxxxx 946 1457 xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx 716 xxxxx 946 1457 xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx xxxxx 7.5 xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx 784 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx 10.0 xxxxx 7.5 xxxxx xxxxx xxxxx
Shared LOS: * * * * B * * * * A * * * *
ApproachDel: xxxxx 10.0 xxxxx xxxxx
ApproachLOS: * * * * B

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

Intersection #66 Hwy 101 at E Bay Dr.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 3.5
Optimal Cycle: 46 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 Permitted
Rights: Include Include Include Include
Lanes: 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 1 0 0
Volume Module:
Base Vol: 0 1083 210 15 748 0 0 0 0 30 0 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
Initial Bse: 0 1083 210 15 748 0 0 0 0 30 0 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
PHF Adj: 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 1083 210 15 748 0 0 0 0 30 0 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1083 210 15 748 0 0 0 0 30 0 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 1083 210 15 748 0 0 0 0 30 0 10
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.95 0.81 0.90 0.90 1.00 1.00 1.00 1.00 0.89 1.00
Lanes: 0.00 1.00 1.00 0.02 0.98 0.00 0.00 0.00 0.00 0.75 0.00
Final Sat.: 0 1809 1537 34 1682 0 0 0 0 1263 0 421
Capacity Analysis Module:
Vol/Sat: 0.00 0.60 0.14 0.44 0.44 0.00 0.00 0.00 0.00 0.02 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.88 0.88 0.88 0.88 0.00 0.00 0.00 0.00 0.04 0.00
Volume/Cap: 0.00 0.68 0.15 0.50 0.50 0.00 0.00 0.00 0.00 0.68 0.00
Delay/Veh: 0.0 2.8 0.8 1.5 1.5 0.0 0.0 0.0 0.0 74.7 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 2.8 0.8 1.5 1.5 0.0 0.0 0.0 0.0 74.7 0.0
DesignQueue: 0 8 1 0 5 0 0 0 0 2 0 1

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

Intersection #67 Hwy 101 at North Bay

Average Delay (sec/veh): 3.0 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 1 0 0 0 0
Volume Module:
Base Vol: 0 788 130 5 798 0 0 0 0 0 35 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: 0 788 130 5 798 0 0 0 0 35 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: 0 788 130 5 798 0 0 0 0 35 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 788 130 5 798 0 0 0 0 35 0 0
Critical Gap Module:
Critical Gap: 4.2 xxx xxxxxx xxxxxx xxxxxx 6.4 xxx xxxxxx
FollowUpTim: 2.3 xxx xxxxxx xxxxxx xxxxxx 3.5 xxx xxxxxx
Capacity Module:
Conflict Vol: 918 xxx xxxxxx xxxxxx xxxxxx 1661 xxx xxxxxx
Potent Cap.: 727 xxx xxxxxx xxxxxx xxxxxx 108 xxx xxxxxx
Move Cap.: 727 xxx xxxxxx xxxxxx xxxxxx 108 xxx xxxxxx
Level Of Service Module:
Stopped Del: 10.0 xxx xxxxxx xxxxxx xxxxxx 53.8 xxx xxxxxx
LOS by Move: A * * * * * F
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 10.0 xxx xxxxxx xxxxxx xxxxxx 108 xxx xxxxxx
Shrd StpDel: 10.0 xxx xxxxxx xxxxxx xxxxxx 108 xxx xxxxxx
Shared LOS: A * * * * *
ApproachDel: 53.8
ApproachLOS: F

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

Intersection #68 Hwy 101 at Trans Pacific

Average Delay (sec/veh): 1.4 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 1 0 1 0 0 0 0 0 0 0
Volume Module:
Base Vol: 30 728 0 0 663 0 10 0 90 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: 30 728 0 0 663 0 10 0 90 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: 30 728 0 0 663 0 10 0 90 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 30 728 0 0 663 0 10 0 90 0 0 0
Critical Gap Module:
Critical Gap: 4.1 xxx xxxxxx xxxxxx xxxxxx 6.5 xxx 6.3 xxx xxx xxx
FollowUpTim: 2.2 xxx xxxxxx xxxxxx xxxxxx 3.6 xxx 3.4 xxx xxx xxx
Capacity Module:
Conflict Vol: 663 xxx xxxxxx xxxxxx xxxxxx 1451 xxxxxx 663 xxx xxx xxx
Potent Cap.: 916 xxx xxxxxx xxxxxx xxxxxx 137 xxx 446 xxx xxx xxx
Move Cap.: 916 xxx xxxxxx xxxxxx xxxxxx 134 xxx 446 xxx xxx xxx
Level Of Service Module:
Stopped Del: 9.1 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 9.1 xxx xxxxxx xxxxxx xxxxxx 362 xxxxxx xxxxxx xxxxxx
Shrd StpDel: 9.1 xxx xxxxxx xxxxxx xxxxxx 18.7 xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: 18.7
ApproachLOS: C

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

Intersection #70 1st at Hall NB

Cycle (sec): 100 Critical Vol./Cap. (X): 0.415
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 4.9
Optimal Cycle: 28 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: Split Phase Split Phase Permitted Permitted
Rights: Include Include Include Include
Lanes: 0 1 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 1

Volume Module:
Base Vol: 71 1573 5 0 0 0 62 5 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 71 1573 5 0 0 0 62 5 0 0 0 0 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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
PHF Volume: 71 1573 5 0 0 0 62 5 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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
Final Vol.: 71 1573 5 0 0 0 62 5 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.88 0.88 1.00 1.00 0.68 0.68 1.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Lanes: 0.13 2.86 0.01 0.00 0.00 0.00 0.93 0.07 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 215 4760 15 0 0 0 1200 97 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.33 0.33 0.33 0.00 0.00 0.00 0.05 0.05 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.01
Crit Moves: ****
Green/Cycle: 0.80 0.80 0.80 0.00 0.00 0.00 0.12 0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Volume/Cap: 0.42 0.42 0.42 0.00 0.00 0.00 0.42 0.42 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.05
Delay/Veh: 3.2 3.2 3.2 0.0 0.0 0.0 42.2 42.2 0.0 0.0 42.2 42.2 0.0 0.0 0.0 0.0 38.7 38.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 3.2 3.2 3.2 0.0 0.0 0.0 42.2 42.2 0.0 0.0 42.2 42.2 0.0 0.0 0.0 0.0 38.7 38.7
DesignQueue: 1 19 0 0 0 0 3 0 0 0 0 0 0 0 0 0 0 0

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

Intersection #71 Broadway at 17th

Average Delay (sec/veh): 0.8 Worst Case Level Of Service:

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

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

Volume Module:
Base Vol: 64 908 10 10 898 35 10 0 32 10 5 5
Growth Adj: 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
Initial Bse: 64 908 10 10 898 35 10 0 32 10 5 5
User Adj: 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
PHF Adj: 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
PHF Volume: 64 908 10 10 898 35 10 0 32 10 5 5
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 64 908 10 10 898 35 10 0 32 10 5 5

Critical Gap Module:
Critical Gap: 4.1 xxxx xxxx 4.1 xxxx xxxx 7.5 xxxx 6.9 7.5 6.5 6.9
FollowUpPrim: 2.2 xxxx xxxx 2.2 xxxx xxxx 3.5 xxxx 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 933 xxxx xxxx 918 xxxx xxxx 1520 xxxx 467 1510 1994 459
Potential Cap.: 729 xxxx xxxx 739 xxxx xxxx 83 xxxx 548 84 61 554
Move Cap.: 729 xxxx xxxx 739 xxxx xxxx 71 xxxx 548 73 55 554

Level Of Service Module:
Stopped Del: 10.4 xxxx xxxx 9.9 xxxx xxxx xxxx xxxx xxxx xxxx xxxx
LOS by Move: B * * * * * A * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx 210 xxxx xxxx 85 xxxx
Shrd StpDel:xxxxx xxxx xxxx xxxx xxxx xxxx 26.3 xxxx xxxx 60.2 xxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx * 26.3 D
ApproachLOS: * * * * * * * * * * * * * * * *

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

Intersection #72 Virginia at Pony Village entrance B

Average Delay (sec/veh): 1.9 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 1 0 0 0 0 0 0 1 1 0 1 0 2 0 0
Volume Module:
Base Vol: 35 0 100 0 0 0 0 825 70 95 939 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 0 100 0 0 0 0 825 70 95 939 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: 35 0 100 0 0 0 0 825 70 95 939 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 35 0 100 0 0 0 0 825 70 95 939 0

Critical Gap Module:
Critical Gap: 6.8 xxxxx 6.9 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 1520 xxxxx 447 xxxxx xxxxx xxxxx xxxxx 895 xxxxx xxxxx
Potent Cap.: 109 xxxxx 559 xxxxx xxxxx xxxxx xxxxx 754 xxxxx xxxxx
Move Cap.: 99 xxxxx 559 xxxxx xxxxx xxxxx xxxxx 754 xxxxx xxxxx

Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.5 xxxxx xxxxx
LOS by Move: * * * * * * * * * * B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx 253 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx 34.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * D * * * * * * * * * *
ApproachDel: 34.3 xxxxxx xxxxxx xxxxxx
ApproachLOS: D

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

Intersection #73 Coos River Hwy at Olive Barber Rd

Average Delay (sec/veh): 3.1 Worst Case Level Of Service:

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 Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 1 0 0 0 1
Volume Module:
Base Vol: 0 631 192 14 359 0 0 0 0 101 0 11
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 631 192 14 359 0 0 0 0 101 0 11
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 631 192 14 359 0 0 0 0 101 0 11
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 631 192 14 359 0 0 0 0 101 0 11

Critical Gap Module:
Critical Gap:xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx xxxxx xxxxx 6.5 xxxxx 6.3
FollowUpTim:xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx 3.6 xxxxx 3.4
Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 823 xxxxx xxxxx xxxxx xxxxx 1114 xxxxx 727
Potent Cap.: xxxxx xxxxx xxxxx 802 xxxxx xxxxx xxxxx xxxxx 226 xxxxx 417
Move Cap.: xxxxx xxxxx xxxxx 802 xxxxx xxxxx xxxxx xxxxx 223 xxxxx 417

Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx 9.6 xxxxx xxxxx xxxxx xxxxx 33.8 xxxxx 13.9
LOS by Move: * * * * * * * * * * D
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx 31.8
ApproachLOS: D

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

Intersection #74 Ocean Blv at Laclair

Average Delay (sec/veh): 3.3 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 57 0 84 48 524 0 0 687 93
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 57 0 84 48 524 0 0 687 93
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 57 0 84 48 524 0 0 687 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 57 0 84 48 524 0 0 687 93
Critical Gap Module:
Critical Gap:xxxxx 6.8 xxxx 6.9 4.2 xxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 1091 xxxxx 390 780 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx 209 xxxxx 609 827 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 200 xxxxx 609 827 xxxxx xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx xxxxx xxxxx 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx 333 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx 23.5 xxxxx 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxx 23.5 C
ApproachLOS: * * * * * C

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

Intersection #75 Central at 7th

Cycle (sec): 1 Critical Vol./Cap. (X): 0.754
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 0 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Yield Sign Yield Sign Stop Sign Stop Sign
Rights: Include Include Channel Channel
Lanes: 0 0 0 0 0 1 0 0 2 0 0 0 2 0 1 0 0 0
Volume Module:
Base Vol: 0 0 0 5 95 618 0 0 787 10 60 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 5 95 618 0 0 787 10 60 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 0 0 5 95 618 0 0 787 10 60 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 5 95 618 0 0 787 10 60 0
Saturation Flow Module:
Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0
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 0.05 0.95 2.00 0.00 0.00 2.00 0.14 0.86 0.00
Final Sat.: 0 0 0 22 421 886 0 0 1044 121 729 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.23 0.23 0.70 0.00 0.00 0.75 0.08 0.08 0.00
Crit Moves: ****
Green/Cycle: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Volume/Cap: 0.00 0.00 0.00 0.23 0.23 0.70 0.00 0.00 0.75 0.08 0.08 0.00
Delay/Veh: 0.0 0.0 0.0 2.4 2.4 14.2 0.0 0.0 17.5 1.4 1.4 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 2.4 2.4 14.2 0.0 0.0 17.5 1.4 1.4 0.0
DesignQueue: 0 0 0 0 0 0 0 0 0 0 0 0

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

Intersection #77 Coos River Hwy at Mullen
Average Delay (sec/veh): 1.1 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 1 0 0 0 0 1 0 1 0 0 0 1 0 0
Volume Module:
Base Vol: 0 5 49 10 0 0 5 797 0 0 435 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 5 49 10 0 0 5 797 0 0 435 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 5 49 10 0 0 5 797 0 0 435 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 5 49 10 0 0 5 797 0 0 435 0

Critical Gap Module:
Critical Gap:xxxxx 6.6 6.3 7.3 xxxxx xxxxx 4.1 xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx 4.1 3.4 3.7 xxxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol:xxxx 1242 797 1269 xxxxx xxxxx 435 xxxxx xxxxx xxxxx xxxxx
Potent Cap.:xxxx 171 379 131 xxxxx xxxxx 1125 xxxxx xxxxx xxxxx xxxxx
Move Cap.:xxxx 170 379 111 xxxxx xxxxx 1125 xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx 40.5 xxxxx xxxxx 8.2 xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * E * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.:xxxx xxxxx 340 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx 17.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * C * * * * * * * * * *
ApproachDel: 17.6 C 40.5 E
ApproachLOS: C E

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

Intersection #76 Coos River Hwy at Edwards
Average Delay (sec/veh): 2.8 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 1 0 0 0 0 0 1 0 1 0 1 0 0 0 0
Volume Module:
Base Vol: 0 0 5 0 0 0 0 841 25 52 430 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 5 0 0 0 0 841 25 52 430 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 0 5 0 0 0 0 841 25 52 430 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 5 0 0 0 0 841 25 52 430 0

Critical Gap Module:
Critical Gap:xxxxx xxx 6.2 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim:xxxxx xxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol:xxxx xxx 841 xxxxx xxxxx xxxxx xxxxx 866 xxxxx xxxxx
Potent Cap.:xxxx xxx 368 xxxxx xxxxx xxxxx xxxxx 765 xxxxx xxxxx
Move Cap.:xxxx xxx 368 xxxxx xxxxx xxxxx xxxxx 765 xxxxx xxxxx
Level Of Service Module:
Stopped Del:xxxxx xxx 14.9 xxxxx xxxxx xxxxx xxxxx 10.1 xxxxx xxxxx
LOS by Move: * * * * * B * * * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.:xxxx xxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxx xxxxx xxxxx xxxxx xxxxx 10.1 xxxxx xxxxx
Shared LOS: * * * * * * * * * * B * * * * *
ApproachDel: 14.9 B
ApproachLOS: B

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

Intersection #78 Hwy 101 at Edwards

Average Delay (sec/veh): 0.6 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0
Volume Module:
Base Vol: 10 0 10 20 0 12 0 1181 10 0 905 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
Initial Bse: 10 0 10 20 0 12 0 1181 10 0 905 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 0 10 20 0 12 0 1181 10 0 905 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 10 0 10 20 0 12 0 1181 10 0 905 0

Critical Gap Module:
Critical Gp: 7.5 xxxxx 6.9 7.7 xxxxx 7.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 3.6 xxxxx 3.4 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: 1639 xxxxx 596 1496 xxxxx 453 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: 68 xxxxx 452 77 xxxxx 528 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: 66 xxxxx 452 75 xxxxx 528 xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx 115 xxxxx xxx 111 xxxxx xxx xxxxx xxxxx xxx xxxxx
Shrd StpDel: xxxxx 42.6 xxxxx xxxxx 49.9 xxxxx xxxxx xxxxx 0.0 xxxxx
Shared LOS: * E * * * * * * * * * * A * * * * *
ApproachDel: 42.6 E 49.9 E xxxxxx xxxxxx
ApproachLOS: E E

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

Intersection #79 11th at Elrod

Average Delay (sec/veh): 6.8 Worst Case Level Of Service:

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 1 0 0 0 0 0 0 1 0 0 0 1 0 0
Volume Module:
Base Vol: 0 0 104 0 0 104 0 0 0 0 0 10 0 107 30 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
Initial Bse: 0 0 104 0 0 104 0 0 0 0 0 10 0 107 30 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
PHF Adj: 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 0 104 0 0 104 0 0 0 0 0 10 0 107 30 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 104 0 0 104 0 0 0 0 0 10 0 107 30 0

Critical Gap Module:
Critical Gp: xxxxx xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: xxxxx xxxxx 10 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10 xxxxx xxxxx
Potent Cap.: xxxxx xxxxx 1071 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1616 xxxxx xxxxx
Move Cap.: xxxxx xxxxx 1071 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1616 xxxxx xxxxx

Level Of Service Module:
Stopped Del: xxxxx xxxxx 8.7 xxxxx xxxxx xxxxx xxxxx xxxxx 7.4 xxxxx xxxxx
LOS by Move: *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxxxx xxxxx xxx xxxxx xxx xxxxx xxx xxxxx xxxxx
Shrd StpDel: xxxxx xxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.4 xxxxx xxxxx
Shared LOS: * * * * * * * * * * A * * * * *
ApproachDel: 8.7 A xxxxxx xxxxxx
ApproachLOS: A

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

Intersection #80 US 101/Coos River Hwy (Bunker Hill)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 59 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected Protected Protected
Rights: Include Include Include Include Include Include
Min. Green: 0
Lanes: 1 0 0 0 0 0 0 0 0 2 2 0 0 0 0 0 0 0 2 0 0
Volume Module:
Base Vol: 0 0 0 0 435 797 0 0 0 837 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
Initial Bse: 0 0 0 0 435 797 0 0 0 837 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
PHF Adj: 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 0 435 797 0 0 0 837 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 0 0 0 0 435 797 0 0 0 837 0
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 0 435 797 0 0 0 837 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.75 0.92 1.00 1.00 1.00 0.95 1.00
Lanes: 1.00 0.00 0.00 0.00 0.00 2.00 2.00 0.00 0.00 2.00
Final Sat.: 1900 0 0 0 2842 3502 0 0 0 3610 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.15 0.23 0.00 0.00 0.00 0.23 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.00 0.22 0.33 0.00 0.00 0.00 0.33 0.00
Volume/Cap: 0.00 0.00 0.00 0.00 0.70 0.70 0.00 0.00 0.00 0.70 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 39.4 31.2 0.0 0.0 0.0 30.8 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 0.0 39.4 31.2 0.0 0.0 0.0 30.8 0.0
DesignQueue: 0 0 0 0 0 19 32 0 0 0 33 0

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

Intersection #81 Virginia/McPherson

Cycle (sec): 60 Critical Vol./Cap. (X): 0.355
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 25 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 Permitted Permitted
Rights: Include Include Include Include Include
Min. Green: 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0
Volume Module: >> Count Date: 16 Aug 2000 <<
Base Vol: 69 25 10 23 12 121 18 687 10 52 549 26
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 69 25 10 23 12 121 18 687 10 52 549 26
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 69 25 10 23 12 121 18 687 10 52 549 26
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 69 25 10 23 12 121 18 687 10 52 549 26
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 69 25 10 23 12 121 18 687 10 52 549 26
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.75 0.75 0.75 0.85 0.85 0.85 0.89 0.89 0.89 0.81 0.81 0.81
Lanes: 0.66 0.24 0.10 0.15 0.08 0.77 0.05 1.92 0.03 0.17 1.75 0.08
Final Sat.: 951 344 138 239 125 1257 85 3251 47 257 2708 128
Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.07 0.10 0.10 0.10 0.21 0.21 0.21 0.20 0.20 0.20
Crit Moves: ****
Green/Cycle: 0.27 0.27 0.27 0.27 0.27 0.27 0.60 0.60 0.60 0.60 0.60
Volume/Cap: 0.27 0.27 0.27 0.35 0.35 0.35 0.35 0.35 0.35 0.34 0.34 0.34
Delay/Veh: 17.6 17.6 17.6 18.1 18.1 18.1 6.3 6.3 6.3 6.3 6.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 17.6 17.6 17.6 18.1 18.1 18.1 6.3 6.3 6.3 6.3 6.3
DesignQueue: 2 1 0 1 0 3 0 0 0 1 8 0

Coos Bay/North Bend TSP
 PM Peak Hour
 Future 2020 Conditions

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
*****
Intersection #82 Virginia/Broadway
*****
Cycle (sec): 60 Critical Vol./Cap. (X): 0.973
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 109 Level Of Service: C
*****
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Permitted Permitted Permitted Permitted Permitted
Rights: Include Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 1 0 1 0 0 0 1 0 0
-----
Volume Module: >> Count Date: 16 Mar 1994 << 4:30-5:30 PM
Base Vol: 172 26 567 38 14 8 9 342 134 479 427 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 172 26 567 38 14 8 9 342 134 479 427 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 172 26 567 38 14 8 9 342 134 479 427 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 172 26 567 38 14 8 9 342 134 479 427 6
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 172 26 567 38 14 8 9 342 134 479 427 6
-----
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.72 0.72 0.72 0.64 0.64 0.64 0.85 0.85 0.85 0.59 0.59 0.59
Lanes: 0.87 0.13 1.00 0.64 0.23 0.13 0.04 1.41 0.55 1.00 0.99 0.01
Final Sat.: 1195 181 1375 765 282 161 60 2290 897 1113 1097 15
-----
Capacity Analysis Module:
Vol/Sat: 0.14 0.14 0.41 0.05 0.05 0.05 0.15 0.15 0.15 0.43 0.39 0.39
Crit Moves: ****
Green/Cycle: 0.42 0.42 0.42 0.42 0.42 0.44 0.44 0.44 0.44 0.44 0.44
Volume/Cap: 0.34 0.34 0.97 0.12 0.12 0.12 0.34 0.34 0.34 0.97 0.88 0.88
Delay/Veh: 11.7 11.7 42.3 10.6 10.6 10.6 11.1 11.1 11.1 39.2 24.0 24.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 11.7 11.7 42.3 10.6 10.6 10.6 11.1 11.1 11.1 39.2 24.0 24.0
DesignQueue: 3 1 12 1 0 0 0 7 3 10 8 0
*****
  
```

Coos Bay/North Bend TSP
PM Peak Hour
Future 2023 Conditions (Mitigated)

Scenario Report

PM future

Command:	PM existing
Volume:	PM existing
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Impact Analysis Report Level Of Service

Intersection	LOS	Base Del/V/C	Future Del/V/C	Change in
# 7 Hwy 101 at Flanagan	B	10.9 0.693	10.9 0.693	+ 0.000 D/V
# 13 10th at Central	C	22.3 0.727	22.3 0.727	+ 0.000 D/V
# 22 Johnson at Bayshore	B	19.8 0.691	19.8 0.691	+ 0.000 D/V
# 66 Hwy 101 at E Bay Dr.	A	3.7 0.691	3.7 0.691	+ 0.000 D/V
# 75 Central at 7th	C	0.0 0.770	0.0 0.770	+ 0.000 D/V
# 80 US 101/Coos River Hwy (Bunker	C	33.2 0.711	33.2 0.711	+ 0.000 D/V

PM future Tue Oct 14, 2003 11:07:14 Page 3-1
Coos Bay/North Bend TSP
PM Peak Hour
Future 2023 Conditions (Mitigated)
Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #7 Hwy 101 at Flanagan
Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 58 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 Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 71 10 33 35 10 40 30 1734 82 28 1353 5
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 72 10 34 36 10 41 31 1770 84 29 1381 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 72 10 34 36 10 41 31 1770 84 29 1381 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 72 10 34 36 10 41 31 1770 84 29 1381 5
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 72 10 34 36 10 41 31 1770 84 29 1381 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 72 10 34 36 10 41 31 1770 84 29 1381 5
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.71 0.71 0.71 0.78 0.78 0.78 0.92 0.96 0.96 0.90 0.95 0.95
Lanes: 0.62 0.09 0.29 0.41 0.12 0.47 1.00 1.91 0.09 1.00 1.99 0.01
Final Sat: 836 118 388 609 174 656 1753 3499 165 1718 3601 13
Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.06 0.06 0.06 0.02 0.51 0.51 0.02 0.38 0.38
Crit Moves: ****
Green/Cycle: 0.13 0.13 0.13 0.13 0.13 0.13 0.03 0.73 0.73 0.02 0.72 0.72
Volume/Cap: 0.69 0.69 0.69 0.47 0.47 0.47 0.53 0.69 0.69 0.69 0.53 0.53
Delay/Veh: 53.6 53.6 53.6 42.5 42.5 42.5 56.8 8.1 8.1 88.6 6.5 6.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 53.6 53.6 53.6 42.5 42.5 42.5 56.8 8.1 8.1 88.6 6.5 6.5
AustraQueue: 2 1 1 1 0 1 1 27 2 1 17 0

PM future Tue Oct 14, 2003 11:07:14 Page 4-1
Coos Bay/North Bend TSP
PM Peak Hour
Future 2023 Conditions (Mitigated)
Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #13 10th at Central
Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 63 Level Of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 1 0 0 1 0 1 0 0 1 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 1
Volume Module:
Base Vol: 224 115 1 147 104 30 10 780 197 4 651 14
Growth Adj: 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02
Initial Bse: 229 117 1 150 106 31 10 796 201 4 665 14
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: 229 117 1 150 106 31 10 796 201 4 665 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 229 117 1 150 106 31 10 796 201 4 665 14
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 229 117 1 150 106 31 10 796 201 4 665 14
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 229 117 1 150 106 31 10 796 201 4 665 14
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.94 0.99 0.99 0.93 0.95 0.95 0.97 0.97 0.83 0.93 0.93 0.93
Lanes: 1.00 0.99 0.01 1.00 0.78 0.22 0.01 0.99 1.00 0.01 1.95 0.04
Final Sat: 1787 1863 16 1769 1396 403 23 1827 1583 21 3440 74
Capacity Analysis Module:
Vol/Sat: 0.13 0.06 0.06 0.08 0.08 0.08 0.44 0.44 0.13 0.19 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.18 0.12 0.12 0.16 0.10 0.10 0.60 0.60 0.60 0.60 0.60 0.60
Volume/Cap: 0.73 0.53 0.53 0.53 0.73 0.73 0.73 0.73 0.21 0.32 0.32 0.32
Delay/Veh: 47.2 43.7 43.7 40.3 56.7 56.7 16.7 16.7 9.3 10.0 10.0 10.0
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: 47.2 43.7 43.7 40.3 56.7 56.7 16.7 16.7 9.3 10.0 10.0 10.0
AustraQueue: 7 3 0 4 3 1 16 3 0 9 0 0

Level Of Service Computation Report														
2000 HCM Unsignalized Method (Future Volume Alternative)														
Intersection #75 Central at 7th														

Cycle (sec):	1	Critical Vol./Cap. (X):										0.770	*****	
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):										13.1	*****	
Optimal Cycle:	0	Level Of Service:										C	*****	
Approach: North Bound South Bound East Bound West Bound														
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Yield Sign			Yield Sign			Stop Sign			Stop Sign				
Rights:	Include			Channel			Channel			Include				
Lanes:	0 0 0 0	0 1 0 0	2 0 0 0	2 0 0 0	2 0 0 0	2 0 0 0	2 0 1 0	0 0 0 0	2 0 1 0	0 0 0 0	0 1 0 0	0 0 0 0	0 0 0 0	
Volume Module:														
Base Vol:	0	0	5	95	618	0	0	787	10	60	0	0	0	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	0	0	5	97	631	0	0	804	10	61	0	0	0	
Added Vol:	0	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	0	
Initial Fut:	0	0	5	97	631	0	0	804	10	61	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:	0	0	5	97	631	0	0	804	10	61	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	
Final Vol:	0	0	5	97	631	0	0	804	10	61	0	0	0	
Saturation Flow Module:														
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	1.00	
Lanes:	0.00	0.00	0.00	0.05	0.95	2.00	0.00	0.00	2.00	0.14	0.86	0.00	0.00	
Final Sat:	0	0	22	421	886	0	0	1044	121	729	0	0	0	
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.71	0.00	0.00	0.77	0.08	0.08	0.00	0.00	
Crit Moves:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Green/Cycle:	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	
Volume/Cap:	0.00	0.00	0.00	0.23	0.23	0.71	0.00	0.00	0.77	0.08	0.08	0.00	0.00	
Delay/Veh:	0.0	0.0	0.0	2.4	2.4	15.0	0.0	0.0	18.6	1.4	1.4	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	2.4	2.4	15.0	0.0	0.0	18.6	1.4	1.4	0.0	0.0	
AustraQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	

Level Of Service Computation Report													
2000 HCM Operations Method (Future Volume Alternative)													
Intersection #80 US 101/Coos River Hwy (Bunker Hill)													

Cycle (sec):	100	Critical Vol./Cap. (X):										0.711	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):										33.2	
Optimal Cycle:	61	Level Of Service:										C	

Approach:	North Bound	South Bound	East Bound	West Bound									
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	2	2	0	0	0	0

Volume Module:													
Base Vol:	0	0	0	0	0	435	797	0	0	0	837	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	444	814	0	0	0	855	0	0
Added Vol:	0	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	0
Initial Fut:	0	0	0	0	0	444	814	0	0	0	855	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:	0	0	0	0	0	444	814	0	0	0	855	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	444	814	0	0	0	855	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
MLF Adj:	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
Final Vol:	0	0	0	0	0	444	814	0	0	0	855	0	0

Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	0.92	1.00	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat:	1900	0	0	0	0	2842	3502	0	0	0	3610	0	0

Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.16	0.23	0.00	0.00	0.00	0.24	0.00	0.00
Crit Moves:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.22	0.33	0.00	0.00	0.00	0.33	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.71	0.71	0.00	0.00	0.00	0.71	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	39.9	31.6	0.0	0.0	0.0	31.1	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	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	39.9	31.6	0.0	0.0	0.0	31.1	0.0	0.0
AustraQueue:	0	0	0	0	0	12	20	0	0	0	21	0	0
