

H- Existing (2000) LOS Calculations

Scenario Report

Scenario: Existing (2000)

Command: Existing (2000)
 Volume: Existing (2000)
 Geometry: Existing (2000)
 Impact Fee: Default Impact Fee
 Trip Generation: pm peak
 Trip Distribution: dist
 Paths: Default Paths
 Routes: Default Routes
 Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 170th/TV Highway	E 63.1	1.008	E 63.1	1.008	+ 0.000 D/V
# 2 170th/Farmington	C 26.1	0.605	C 26.1	0.605	+ 0.000 D/V
# 3 170th/Oak	F 174.0	0.000	F 174.0	0.000	+ 0.000 V/C
# 5 170th/Bany	F 77.3	1.170	F 77.3	1.170	+ 0.000 V/C
# 6 Bethany/US 26 west ramp	D 44.1	0.952	D 44.1	0.952	+ 0.000 D/V
# 7 Bethany/US 26 east ramp	C 22.2	0.663	C 22.2	0.663	+ 0.000 D/V
# 8 Bethany/Cornell	C 30.4	0.757	C 30.4	0.757	+ 0.000 D/V
# 9 Cornell/US 26 east ramp	B 17.1	0.656	B 17.1	0.656	+ 0.000 D/V
# 10 Cornell/US 26 west ramp	C 28.4	0.785	C 28.4	0.785	+ 0.000 D/V
# 11 158th/Cornell	C 27.1	0.783	C 27.1	0.783	+ 0.000 D/V
# 12 158th/Walker	E 61.3	0.995	E 61.3	0.995	+ 0.000 D/V
# 13 143rd/Cornell	C 25.5	0.803	C 25.5	0.803	+ 0.000 D/V
# 14 Murray/Cornell	E 62.3	0.980	E 62.3	0.980	+ 0.000 D/V
# 15 Barnes/Saltzman/Cornell	E 57.3	0.937	E 57.3	0.937	+ 0.000 D/V
# 16 Murray/US 26 west ramp	C 28.1	0.787	C 28.1	0.787	+ 0.000 D/V
# 17 Murray/US 26 east ramps	B 15.2	0.547	B 15.2	0.547	+ 0.000 D/V
# 18 Murray/Walker	D 54.2	0.983	D 54.2	0.983	+ 0.000 D/V
# 19 Murray/Jenkins	D 44.5	0.889	D 44.5	0.889	+ 0.000 D/V
# 20 Murray/Farmington	F 89.4	1.070	F 89.4	1.070	+ 0.000 D/V
# 21 Murray/6th	F OVRFL	0.000	F OVRFL	0.000	+ 0.000 V/C
# 22 Murray/Allen	D 51.0	0.951	D 51.0	0.951	+ 0.000 D/V
# 23 Murray/Brockman/Beard	C 31.4	0.739	C 31.4	0.739	+ 0.000 D/V
# 24 Nimbus/Scholls Ferry	D 53.6	0.994	D 53.6	0.994	+ 0.000 D/V
# 25 Hall/Scholls Ferry	E 65.9	0.989	E 65.9	0.989	+ 0.000 D/V
# 26 Allen/Schools Ferry	E 64.5	0.980	E 64.5	0.980	+ 0.000 D/V

Intersection	Base		Future		Change in	
	Del/ LOS	V/ Veh	Del/ LOS	V/ Veh		
# 27 Oleson/Vermont	C	25.1 0.761	C	25.1 0.761	+ 0.000	D/V
# 28 Oleson/Garden Home	D	42.8 0.950	D	42.8 0.950	+ 0.000	D/V
# 29 Cedar Hills/Barnes	E	68.8 1.002	E	68.8 1.002	+ 0.000	D/V
# 30 Cedar Hills/US 26 west ramps	B	12.8 0.628	B	12.8 0.628	+ 0.000	D/V
# 31 Cedar Hills/US 26 east ramps	F	690.9 0.000	F	690.9 0.000	+ 0.000	V/C
# 32 Cedar Hills/Butner	C	34.7 0.828	C	34.7 0.828	+ 0.000	D/V
# 33 Cedar Hills/Walker	E	58.2 1.006	E	58.2 1.006	+ 0.000	D/V
# 34 Cedar Hills/Jenkins	D	40.0 0.876	D	40.0 0.876	+ 0.000	D/V
# 35 Cedar Hills/Hall	C	30.9 0.745	C	30.9 0.745	+ 0.000	D/V
# 36 Cedar Hills/Canyon	C	34.1 0.848	C	34.1 0.848	+ 0.000	D/V
# 37 Cedar Hills/Farmington	C	27.2 0.905	C	27.2 0.905	+ 0.000	D/V
# 38 Hall/Center	C	23.8 0.477	C	23.8 0.477	+ 0.000	D/V
# 39 Hall/Allen	D	44.4 0.914	D	44.4 0.914	+ 0.000	D/V
# 40 Hall/Denney	C	32.4 0.852	C	32.4 0.852	+ 0.000	D/V
# 41 Hall/Greenway	E	61.9 1.029	E	61.9 1.029	+ 0.000	D/V
# 42 Hall/Nimbus	C	34.3 0.841	C	34.3 0.841	+ 0.000	D/V
# 43 125th/Greenway	B	17.5 0.515	B	17.5 0.515	+ 0.000	D/V
# 44 Western/Beaverton Hillsdale	C	33.7 0.868	C	33.7 0.868	+ 0.000	D/V
# 45 Western/Allen	C	28.7 0.726	C	28.7 0.726	+ 0.000	D/V
# 46 Laurelwood/Beaverton Hillsdale	C	26.2 0.795	C	26.2 0.795	+ 0.000	D/V
# 47 Lombard/Farmington	C	30.7 0.775	C	30.7 0.775	+ 0.000	D/V
# 48 114th/Canyon	C	15.7 0.000	C	15.7 0.000	+ 0.000	V/C
# 49 Griffith/Beaverton Hillsdale	C	31.0 0.808	C	31.0 0.808	+ 0.000	D/V
# 50 87th/Canyon	B	18.7 0.676	B	18.7 0.676	+ 0.000	D/V
# 51 Garden Home/84th	D	32.6 0.000	D	32.6 0.000	+ 0.000	V/C
# 52 Garden Home/88th	C	23.5 0.000	C	23.5 0.000	+ 0.000	V/C

Intersection	Base		Future		Change in	
	Del/ LOS	V/ Veh	Del/ LOS	V/ Veh		
# 53 158th/Jenkins	D	38.2 0.857	D	38.2 0.857	+ 0.000	D/V
# 54 170th/Merlo	C	22.4 0.631	C	22.4 0.631	+ 0.000	D/V
# 56 TV Highway/Murray	E	65.1 0.999	E	65.1 0.999	+ 0.000	D/V
# 57 Farmington/Hall	C	25.4 0.847	C	25.4 0.847	+ 0.000	D/V
# 58 Canyon/Hall	C	22.9 0.796	C	22.9 0.796	+ 0.000	D/V
# 59 Walker/173rd	E	63.4 0.984	E	63.4 0.984	+ 0.000	D/V
# 60 170th/Baseline	C	21.2 0.582	C	21.2 0.582	+ 0.000	D/V
# 64 Cornell/173rd	D	43.5 0.933	D	43.5 0.933	+ 0.000	D/V
# 66 Scholls Ferry/Cascade	C	23.8 0.762	C	23.8 0.762	+ 0.000	D/V
# 72 Canyon/Watson	B	16.8 0.676	B	16.8 0.676	+ 0.000	D/V
# 73 Farmington/Watson	C	24.2 0.770	C	24.2 0.770	+ 0.000	D/V
# 76 Scholls Ferry/Denney	C	24.6 0.754	C	24.6 0.754	+ 0.000	D/V
# 77 Farmington/Hocken	C	22.6 0.844	C	22.6 0.844	+ 0.000	D/V
# 78 TV Highway/Hocken	D	38.3 0.896	D	38.3 0.896	+ 0.000	D/V
# 81 158th/Blueridge	C	26.3 0.708	C	26.3 0.708	+ 0.000	D/V
# 83 158th/Jay	C	26.4 0.600	C	26.4 0.600	+ 0.000	D/V
# 85 TV Highway/160th	D	49.6 0.974	D	49.6 0.974	+ 0.000	D/V
# 87 Hart/155th	B	18.2 0.766	B	18.2 0.766	+ 0.000	D/V
# 88 Murray/Hart	D	37.2 0.855	D	37.2 0.855	+ 0.000	D/V
# 89 Murray/Scholls Ferry	C	32.0 0.697	C	32.0 0.697	+ 0.000	D/V
# 90 Scholls Ferry/Davies	F	OVRFL 0.000	F	OVRFL 0.000	+ 0.000	V/C
# 91 Scholls Ferry/Barrows	B	17.3 0.686	B	17.3 0.686	+ 0.000	D/V
# 92 Scholls Ferry/135th	B	18.4 0.697	B	18.4 0.697	+ 0.000	D/V
# 93 Scholls Ferry/125th	D	41.6 0.916	D	41.6 0.916	+ 0.000	D/V
# 94 Scholls Ferry/121st	D	40.4 0.961	D	40.4 0.961	+ 0.000	D/V
# 95 Scholls Ferry/Conestoga	B	10.3 0.717	B	10.3 0.717	+ 0.000	D/V

Intersection	Base		Future		Change in	
	Del/ LOS	V/ Veh	Del/ LOS	V/ Veh		
#102 Scholls Ferry/Laurelwood	F	239.6	0.000	F 239.6	0.000	+ 0.000 V/C
#103 Canyon/Lombard	C	21.2	0.663	C 21.2	0.663	+ 0.000 D/V
#105 Canyon/117th	C	22.9	0.658	C 22.9	0.658	+ 0.000 D/V
#114 ORE 217 SB Ramp/Canyon	C	24.3	0.668	C 24.3	0.668	+ 0.000 D/V
#115 ORE 217 NB Ramp/Canyon	C	24.9	0.663	C 24.9	0.663	+ 0.000 D/V
#116 ORE 217 SB Ramp/Farmington	C	25.6	0.729	C 25.6	0.729	+ 0.000 D/V
#117 ORE 217 NB Ramp/Farmington	C	34.9	0.938	C 34.9	0.938	+ 0.000 D/V
#118 ORE 217 SB Ramp/Allen	C	34.2	0.877	C 34.2	0.877	+ 0.000 D/V
#119 ORE 217 NB Ramp/Allen	C	25.5	0.809	C 25.5	0.809	+ 0.000 D/V
#120 ORE 217 SB Ramp/Denney	F	50.5	0.000	F 50.5	0.000	+ 0.000 V/C
#121 ORE 217 NB Ramp/Denney	F	597.2	0.000	F 597.2	0.000	+ 0.000 V/C
#122 ORE 217 SB off Ramp/Hall/Casca	D	51.3	0.964	D 51.3	0.964	+ 0.000 D/V
#123 ORE 217 NB on Ramp/Scholls Fer	C	30.3	0.781	C 30.3	0.781	+ 0.000 D/V
#125 ORE 217 NB off Ramp/Scholls Fe	C	22.2	0.708	C 22.2	0.708	+ 0.000 D/V
#129 ORE 217 NB Ramp/Walker	C	21.1	0.675	C 21.1	0.675	+ 0.000 D/V
#130 ORE 217 SB Ramp/Walker	B	19.4	0.841	B 19.4	0.841	+ 0.000 D/V
#131 Scholls Ferry/ORE 217 SB on Ra	C	31.6	0.757	C 31.6	0.757	+ 0.000 D/V

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

Intersection #1 170th/TV Highway

Cycle (sec): 120 Critical Vol./Cap. (X): 1.008
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 63.1
Optimal Cycle: 180 Level Of Service: E

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

Volume Module:

Base Vol:	93	235	63	195	394	6	103	1375	168	308	1834	287
Growth Adj:	1.00	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	235	63	195	394	6	103	1375	168	308	1834	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	97	246	66	204	412	6	108	1437	176	322	1916	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	246	66	204	412	6	108	1437	176	322	1916	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	246	66	204	412	6	108	1437	176	322	1916	300

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	1.00	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.79	0.21	1.00	0.99	0.01	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1450	389	1805	1869	27	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.17	0.17	0.11	0.22	0.22	0.06	0.40	0.11	0.18	0.53	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.17	0.17	0.11	0.23	0.23	0.06	0.40	0.46	0.18	0.53	0.64
Volume/Cap:	0.98	1.01	1.01	1.01	0.98	0.98	1.01	0.98	0.24	0.98	1.01	0.29
Uniform Del:	56.6	49.9	49.9	53.3	46.2	46.2	56.4	35.3	19.7	48.9	28.4	9.6
IncrementDel:	82.7	53.1	53.1	65.2	37.5	37.5	89.0	19.6	0.2	45.1	22.5	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:	139.4	103	103.0	118.5	83.6	83.6	145.4	54.9	19.8	94.0	50.9	9.8
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:	139.4	103	103.0	118.5	83.6	83.6	145.4	54.9	19.8	94.0	50.9	9.8
DesignQueue:	6	14	4	12	23	0	7	63	6	18	70	8

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

Intersection #2 170th/Farmington

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 58 Level Of Service: C

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

Volume Module:

Base Vol:	155	252	71	78	341	80	49	633	310	173	848	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	252	71	78	341	80	49	633	310	173	848	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	164	266	75	82	360	84	52	668	327	182	895	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	266	75	82	360	84	52	668	327	182	895	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	164	266	75	82	360	84	52	668	327	182	895	171

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.92	0.92	0.51	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.56	0.44	1.00	1.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	800	2723	768	963	2845	664	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.21	0.10	0.10	0.09	0.13	0.13	0.03	0.19	0.20	0.10	0.25	0.11
Crit Moves:	****						****		****			
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.05	0.33	0.33	0.17	0.45	0.45
Volume/Cap:	0.61	0.29	0.29	0.25	0.37	0.37	0.55	0.55	0.61	0.61	0.55	0.24
Uniform Del:	27.5	24.2	24.2	23.9	25.0	25.0	46.3	27.2	27.8	38.6	20.2	17.0
IncrementDel:	3.9	0.1	0.1	0.4	0.2	0.2	6.9	0.6	2.0	3.5	0.4	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:	31.4	24.4	24.4	24.3	25.2	25.2	53.2	27.7	29.7	42.1	20.6	17.1
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:	31.4	24.4	24.4	24.3	25.2	25.2	53.2	27.7	29.7	42.1	20.6	17.1
DesignQueue:	6	10	3	3	14	3	3	26	13	9	29	5

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

Intersection #3 170th/Oak

Average Delay (sec/veh): 174.0 Worst Case Level Of Service: F

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 1 0 0 0	1 0 0 1 0	0 0 1! 0 0	0 0 1! 0 0

Volume Module:

Base Vol:	20	334	0	69	684	55	12	13	11	33	89	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	334	0	69	684	55	12	13	11	33	89	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	22	366	0	76	749	60	13	14	12	36	97	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	22	366	0	76	749	60	13	14	12	36	97	76

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	809	xxxx	xxxxxx	366	xxxx	xxxxxx	1427	1340	779	1353	1370	366
Potent Cap.:	825	xxxx	xxxxxx	1204	xxxx	xxxxxx	114	154	399	128	148	684
Move Cap.:	825	xxxx	xxxxxx	1204	xxxx	xxxxxx	39	140	399	107	135	684

Level Of Service Module:

Stopped Del:	9.4	xxxx	xxxxxx	8.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	85	xxxxxx	xxxx	179	xxxxxx
Shrd StpDel:	9.5	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	80.2	xxxxxx	xxxxxx	174	xxxxxx
Shared LOS:	A	*	*	A	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			80.2			174.0		
ApproachLOS:	*			*			F			F		

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

Intersection #5 170th/Bany

Cycle (sec): 100 Critical Vol./Cap. (X): 1.170
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 77.3
Optimal Cycle: 0 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
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	1	1	0	0	1	0	0

Volume Module:

Base Vol:	59	159	31	206	281	35	12	193	65	74	313	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:	59	159	31	206	281	35	12	193	65	74	313	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	62	168	33	218	297	37	13	204	69	78	331	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	168	33	218	297	37	13	204	69	78	331	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	62	168	33	218	297	37	13	204	69	78	331	174

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:	0.24	0.64	0.12	0.39	0.54	0.07	1.00	0.75	0.25	1.00	0.66	0.34
Final Sat.:	101	273	54	186	254	32	392	316	107	422	304	160

Capacity Analysis Module:

Vol/Sat:	0.61	0.61	0.61	1.17	1.17	1.17	0.03	0.64	0.64	0.18	1.09	1.09
Crit Moves:	****			****			****			****		
Delay/Veh:	23.2	23.2	23.2	122.8	123	122.8	12.1	24.7	24.7	13.1	95.9	95.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	23.2	23.2	122.8	123	122.8	12.1	24.7	24.7	13.1	95.9	95.9
LOS by Move:	C	C	C	F	F	F	B	C	C	B	F	F
ApproachDel:	23.2			122.8			24.1			84.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	23.2			122.8			24.1			84.8		
LOS by Appr:	C			F			C			F		

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

Intersection #6 Bethany/US 26 west ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.952
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 44.1
Optimal Cycle: 140 Level Of Service: D

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

Volume Module:

Base Vol:	111	572	0	0	710	65	0	0	0	58	308	801
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	572	0	0	710	65	0	0	0	58	308	801
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	117	601	0	0	747	68	0	0	0	61	324	842
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	601	0	0	747	68	0	0	0	61	324	842
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	117	601	0	0	747	68	0	0	0	61	324	842

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.94	0.94	1.00	1.00	1.00	0.85	0.85	0.85
Lanes:	1.00	1.00	0.00	0.00	1.83	0.17	0.00	0.00	0.00	0.16	0.84	1.00
Final Sat.:	1805	1900	0	0	3269	298	0	0	0	256	1359	1615

Capacity Analysis Module:

Vol/Sat:	0.06	0.32	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.24	0.24	0.52
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.33	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.55	0.55	0.55
Volume/Cap:	0.88	0.95	0.00	0.00	0.88	0.88	0.00	0.00	0.00	0.44	0.44	0.95
Uniform Del:	45.9	32.6	0.0	0.0	35.6	35.6	0.0	0.0	0.0	13.4	13.4	21.4
IncrementDel:	44.9	24.5	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.3	0.3	19.5
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	90.8	57.1	0.0	0.0	45.6	45.6	0.0	0.0	0.0	13.8	13.8	40.9
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:	90.8	57.1	0.0	0.0	45.6	45.6	0.0	0.0	0.0	13.8	13.8	40.9
DesignQueue:	6	24	0	0	33	3	0	0	0	2	9	24

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

Intersection #7 Bethany/US 26 east ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.2
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	2	0	0	1	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	604	12	305	437	0	72	67	76	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	604	12	305	437	0	72	67	76	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	629	12	317	455	0	75	70	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	629	12	317	455	0	75	70	79	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	629	12	317	455	0	75	70	79	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	0.95	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Lanes:	0.00	0.98	0.02	1.00	2.00	0.00	0.67	0.62	0.71	0.00	0.00	0.00
Final Sat.:	0	1859	35	1805	3610	0	1084	1012	1142	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.34	0.34	0.18	0.13	0.00	0.07	0.07	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.51	0.51	0.27	0.78	0.00	0.10	0.10	0.10	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.66	0.66	0.16	0.00	0.66	0.66	0.66	0.00	0.00	0.00
Uniform Del:	0.0	18.1	18.1	32.8	2.9	0.0	43.1	43.1	43.1	0.0	0.0	0.0
IncrementDel:	0.0	1.7	1.7	3.5	0.0	0.0	4.9	4.9	4.9	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.8	19.8	36.2	2.9	0.0	48.0	48.0	48.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.8	19.8	36.2	2.9	0.0	48.0	48.0	48.0	0.0	0.0	0.0
DesignQueue:	0	19	0	14	6	0	4	4	4	0	0	0

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

Intersection #8 Bethany/Cornell

Cycle (sec): 100 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: 78 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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	1	0	1	0	1	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	34	36	100	327	18	183	173	812	14	48	611	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	36	100	327	18	183	173	812	14	48	611	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	35	37	104	340	19	190	180	845	15	50	636	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	37	104	340	19	190	180	845	15	50	636	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	35	37	104	340	19	190	180	845	15	50	636	402

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.96	0.96	0.85	0.95	0.95	0.95	0.95	1.00	0.85
Lanes:	1.00	0.26	0.74	1.89	0.11	1.00	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	1805	443	1246	3437	192	1615	1805	3536	63	1805	1900	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.08	0.08	0.10	0.10	0.12	0.10	0.24	0.24	0.03	0.33	0.25
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.11	0.11	0.16	0.16	0.16	0.13	0.51	0.51	0.06	0.44	0.44
Volume/Cap:	0.18	0.76	0.76	0.64	0.64	0.76	0.76	0.46	0.46	0.46	0.76	0.56
Uniform Del:	40.4	43.2	43.2	39.6	39.6	40.4	41.9	15.5	15.5	45.5	23.4	20.7
IncrementDel:	0.4	16.2	16.2	2.4	2.4	12.4	13.0	0.2	0.2	3.1	4.0	1.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.8	59.4	59.4	42.0	42.0	52.8	54.9	15.7	15.7	48.6	27.3	21.7
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:	40.8	59.4	59.4	42.0	42.0	52.8	54.9	15.7	15.7	48.6	27.3	21.7
DesignQueue:	2	2	5	16	1	9	9	24	0	3	22	13

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

 Intersection #9 Cornell/US 26 east ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.656
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.1
 Optimal Cycle: 54 Level Of Service: B

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

Volume Module:

Base Vol:	0	1104	572	27	1033	0	304	110	73	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1104	572	27	1033	0	304	110	73	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1163	603	28	1089	0	320	116	77	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1163	603	28	1089	0	320	116	77	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1163	603	28	1089	0	320	116	77	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.95	0.95	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.60	0.40	0.00	0.00	0.00
Final Sat.:	0	3610	1615	1805	3610	0	1697	1020	677	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.32	0.37	0.02	0.30	0.00	0.19	0.11	0.11	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.00	0.57	0.57	0.02	0.59	0.00	0.29	0.29	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.66	0.66	0.51	0.00	0.66	0.40	0.40	0.00	0.00	0.00
Uniform Del:	0.0	13.7	14.8	48.4	11.9	0.0	31.3	28.6	28.6	0.0	0.0	0.0
IncrementDel:	0.0	0.4	1.7	31.5	0.2	0.0	2.0	0.2	0.2	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.1	16.6	79.9	12.1	0.0	33.3	28.8	28.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.1	16.6	79.9	12.1	0.0	33.3	28.8	28.8	0.0	0.0	0.0
DesignQueue:	0	30	16	2	27	0	13	5	3	0	0	0

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

 Intersection #10 Cornell/US 26 west ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.4
 Optimal Cycle: 74 Level Of Service: C

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

Volume Module:

Base Vol:	291	904	0	0	498	319	0	0	0	424	463	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	904	0	0	498	319	0	0	0	424	463	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00
PHF Volume:	302	940	0	0	518	332	0	0	0	441	481	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	940	0	0	518	332	0	0	0	441	481	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	302	940	0	0	518	332	0	0	0	441	481	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.77	1.00	1.00	1.00	0.85	0.85	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	1805	3610	0	0	3458	1470	0	0	0	1615	1615	1900

Capacity Analysis Module:

Vol/Sat:	0.17	0.26	0.00	0.00	0.15	0.23	0.00	0.00	0.00	0.27	0.30	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.21	0.50	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.38	0.38	0.00
Volume/Cap:	0.79	0.52	0.00	0.00	0.52	0.79	0.00	0.00	0.00	0.72	0.79	0.00
Uniform Del:	37.2	16.9	0.0	0.0	29.8	32.8	0.0	0.0	0.0	26.5	27.4	0.0
IncrementDel:	10.2	0.3	0.0	0.0	0.3	3.9	0.0	0.0	0.0	2.0	3.6	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00
Delay/Veh:	47.4	17.1	0.0	0.0	30.1	36.6	0.0	0.0	0.0	28.5	31.0	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:	47.4	17.1	0.0	0.0	30.1	36.6	0.0	0.0	0.0	28.5	31.0	0.0
DesignQueue:	14	28	0	0	21	14	0	0	0	16	18	0

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

Intersection #11 158th/Cornell

Cycle (sec): 90 Critical Vol./Cap. (X): 0.783
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 71 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	1	1	0	2	0

Volume Module:

Base Vol:	604	0	889	0	0	0	0	604	557	443	349	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:	604	0	889	0	0	0	0	604	557	443	349	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	621	0	915	0	0	0	0	621	573	456	359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	621	0	915	0	0	0	0	621	573	456	359	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.:	621	0	915	0	0	0	0	621	573	456	359	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.75	1.00	1.00	1.00	1.00	0.88	0.88	0.92	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	1.04	0.96	2.00	1.00	0.00
Final Sat.:	3502	0	2842	0	0	0	0	1742	1608	3502	1900	0

Capacity Analysis Module:

Vol/Sat:	0.18	0.00	0.32	0.00	0.00	0.00	0.00	0.36	0.36	0.13	0.19	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.00	0.41	0.00	0.00	0.00	0.00	0.46	0.46	0.17	0.62	0.00
Volume/Cap:	0.72	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.78	0.78	0.30	0.00
Uniform Del:	31.2	0.0	23.0	0.0	0.0	0.0	0.0	20.7	20.7	36.0	7.9	0.0
IncrementDel:	3.1	0.0	3.5	0.0	0.0	0.0	0.0	2.7	2.7	6.8	0.1	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	34.3	0.0	26.5	0.0	0.0	0.0	0.0	23.5	23.5	42.8	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:	34.3	0.0	26.5	0.0	0.0	0.0	0.0	23.5	23.5	42.8	8.1	0.0
DesignQueue:	25	0	29	0	0	0	0	18	17	20	7	0

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

Intersection #12 158th/Walker

Cycle (sec): 120 Critical Vol./Cap. (X): 0.995
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 61.3
Optimal Cycle: 180 Level Of Service: E

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

Volume Module:

Base Vol:	228	795	145	306	611	98	76	664	141	108	550	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	795	145	306	611	98	76	664	141	108	550	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	233	811	148	312	623	100	78	678	144	110	561	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	811	148	312	623	100	78	678	144	110	561	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	233	811	148	312	623	100	78	678	144	110	561	194

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.69	0.31	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	2983	544	1805	3045	489	1805	1900	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.13	0.27	0.27	0.17	0.20	0.20	0.04	0.36	0.09	0.06	0.30	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.27	0.27	0.17	0.27	0.27	0.05	0.36	0.36	0.06	0.37	0.54
Volume/Cap:	0.75	1.00	1.00	1.00	0.75	0.75	0.81	1.00	0.25	1.00	0.81	0.22
Uniform Del:	47.1	43.5	43.5	49.5	39.8	39.8	56.2	38.4	27.1	56.3	34.2	14.4
IncrementDel:	9.5	27.8	27.8	49.5	3.2	3.2	37.4	33.2	0.2	84.0	6.9	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:	56.6	71.3	71.3	99.0	43.0	43.0	93.6	71.6	27.3	140.3	41.1	14.6
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:	56.6	71.3	71.3	99.0	43.0	43.0	93.6	71.6	27.3	140.3	41.1	14.6
DesignQueue:	13	42	8	18	32	5	5	32	6	7	26	6

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

Intersection #13 I43rd/Cornell

Cycle (sec): 100 Critical Vol./Cap. (X): 0.803
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: 66 Level Of Service: C

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

Volume Module:

Base Vol:	0	0	0	331	0	178	316	685	0	0	623	448
Growth Adj:	1.00	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	331	0	178	316	685	0	0	623	448
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	0	0	356	0	192	340	737	0	0	671	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	356	0	192	340	737	0	0	671	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	356	0	192	340	737	0	0	671	482

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.39	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	749	1900	0	0	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.12	0.45	0.39	0.00	0.00	0.35	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.67	0.67	0.00	0.00	0.44	0.44
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.48	0.67	0.58	0.00	0.00	0.80	0.68
Uniform Del:	0.0	0.0	0.0	35.4	0.0	32.3	23.3	8.7	0.0	0.0	24.3	22.4
IncrementDel:	0.0	0.0	0.0	10.2	0.0	0.9	3.5	0.6	0.0	0.0	5.7	2.7
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	45.6	0.0	33.2	26.9	9.3	0.0	0.0	29.9	25.0
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	45.6	0.0	33.2	26.9	9.3	0.0	0.0	29.9	25.0
DesignQueue:	0	0	0	16	0	8	15	15	0	0	23	16

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

Intersection #14 Murray/Cornell

Cycle (sec): 120 Critical Vol./Cap. (X): 0.980
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 62.3
Optimal Cycle: 180 Level Of Service: E

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

Volume Module:

Base Vol:	246	251	424	125	209	43	228	544	227	230	626	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:	246	251	424	125	209	43	228	544	227	230	626	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	253	258	437	129	215	44	235	560	234	237	645	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	258	437	129	215	44	235	560	234	237	645	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	253	258	437	129	215	44	235	560	234	237	645	62

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.99	0.99
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.00	1.00	1.00	0.91	0.09
Final Sat.:	1805	1900	1615	1805	1538	315	1805	1900	1615	1805	1711	164

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.27	0.07	0.14	0.14	0.13	0.29	0.14	0.13	0.38	0.38
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.28	0.28	0.07	0.17	0.17	0.13	0.36	0.53	0.16	0.38	0.38
Volume/Cap:	0.80	0.49	0.98	0.98	0.80	0.80	0.98	0.82	0.27	0.82	0.98	0.98
Uniform Del:	47.5	36.4	43.1	55.5	47.6	47.6	51.9	35.1	15.3	48.8	36.5	36.5
IncrementDel:	13.7	0.7	37.2	72.0	13.4	13.4	52.3	8.0	0.2	17.2	28.4	28.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.2	37.1	80.3	127.5	61.0	61.0	104.1	43.1	15.5	65.9	64.9	64.9
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:	61.2	37.1	80.3	127.5	61.0	61.0	104.1	43.1	15.5	65.9	64.9	64.9
DesignQueue:	14	13	22	8	12	3	14	26	8	14	29	3

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

Intersection #15 Barnes/Saltzman/Cornell

Cycle (sec): 100 Critical Vol./Cap. (X): 0.937
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 57.3
Optimal Cycle: 134 Level Of Service: E

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

Volume Module:

Base Vol:	393	508	50	209	290	67	123	573	69	64	504	206
Growth Adj:	1.00	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	508	50	209	290	67	123	573	69	64	504	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	414	535	53	220	305	71	129	603	73	67	531	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	535	53	220	305	71	129	603	73	67	531	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	414	535	53	220	305	71	129	603	73	67	531	217

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.97	0.97	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	0.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	1900	1615	1805	1498	349	1805	1900	1615	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.23	0.28	0.03	0.12	0.20	0.20	0.07	0.32	0.05	0.04	0.28	0.13
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.32	0.32	0.14	0.22	0.22	0.08	0.34	0.34	0.04	0.30	0.30
Volume/Cap:	0.94	0.87	0.10	0.87	0.94	0.94	0.93	0.94	0.13	0.94	0.93	0.45
Uniform Del:	37.0	32.0	23.7	42.2	38.5	38.5	45.9	32.0	22.9	47.9	33.9	28.2
IncrementDel:	27.7	13.2	0.1	26.8	29.5	29.5	54.9	21.4	0.1	84.7	21.6	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:	64.7	45.1	23.8	68.9	68.0	68.0	100.7	53.5	23.0	132.6	55.4	28.9
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:	64.7	45.1	23.8	68.9	68.0	68.0	100.7	53.5	23.0	132.6	55.4	28.9
DesignQueue:	18	22	2	11	14	3	7	24	3	4	22	9

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

Intersection #16 Murray/US 26 west ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 28.1
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
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0	0	0	0	1	1	0

Volume Module:

Base Vol:	271	896	0	0	893	183	0	0	0	339	19	507
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	896	0	0	893	183	0	0	0	339	19	507
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	276	912	0	0	909	0	0	0	0	345	19	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	912	0	0	909	0	0	0	0	345	19	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	276	912	0	0	909	0	0	0	0	345	19	516

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.90	0.10	1.00
Final Sat.:	1805	3610	0	0	3610	1900	0	0	0	3061	169	1615

Capacity Analysis Module:

Vol/Sat:	0.15	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.11	0.11	0.32
Crit Moves:	****			****						****		
Green/Cycle:	0.19	0.51	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.41	0.41	0.41
Volume/Cap:	0.79	0.49	0.00	0.00	0.79	0.00	0.00	0.00	0.00	0.28	0.28	0.79
Uniform Del:	38.3	15.8	0.0	0.0	30.9	0.0	0.0	0.0	0.0	19.9	19.9	25.9
IncrementDel:	11.3	0.2	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.1	0.1	6.3
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	49.6	16.0	0.0	0.0	34.6	0.0	0.0	0.0	0.0	20.0	20.0	32.2
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:	49.6	16.0	0.0	0.0	34.6	0.0	0.0	0.0	0.0	20.0	20.0	32.2
DesignQueue:	13	26	0	0	37	0	0	0	0	12	1	18

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

 Intersection #17 Murray/US 26 east ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 15.2
 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:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	1	0	0	1	0	0	0	0

Volume Module:

Base Vol:	0	979	317	209	1038	0	104	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:	0	979	317	209	1038	0	104	0	141	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	1038	0	222	1101	0	110	0	150	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1038	0	222	1101	0	110	0	150	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1038	0	222	1101	0	110	0	150	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.95	0.95	1.00	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1805	3610	0	1809	0	1615	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.00	0.12	0.30	0.00	0.06	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.00	0.53	0.00	0.22	0.75	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.00	0.55	0.00	0.55	0.41	0.00	0.36	0.00	0.55	0.00	0.00	0.00
Uniform Del:	0.0	15.8	0.0	34.3	4.5	0.0	36.7	0.0	38.0	0.0	0.0	0.0
IncrementDel:	0.0	0.3	0.0	1.6	0.1	0.0	0.7	0.0	2.3	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.1	0.0	35.8	4.6	0.0	37.4	0.0	40.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.1	0.0	35.8	4.6	0.0	37.4	0.0	40.3	0.0	0.0	0.0
DesignQueue:	0	29	0	10	17	0	5	0	7	0	0	0

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

 Intersection #18 Murray/Walker

Cycle (sec): 100 Critical Vol./Cap. (X): 0.983
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 54.2
 Optimal Cycle: 163 Level Of Service: D

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

Volume Module:

Base Vol:	159	938	175	112	664	97	316	863	200	161	641	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	938	175	112	664	97	316	863	200	161	641	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	163	962	179	115	681	99	324	885	205	165	657	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	962	179	115	681	99	324	885	205	165	657	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	1.00
MLF Adj:	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.:	163	962	179	115	681	99	324	885	205	165	657	165

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.93	0.93	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	1.69	0.31	1.00	1.75	0.25	2.00	1.62	0.38	1.00	1.00	1.00
Final Sat.:	1805	2971	553	1805	3092	449	3502	2849	660	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.09	0.32	0.32	0.06	0.22	0.22	0.09	0.31	0.31	0.09	0.35	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.11	0.33	0.33	0.06	0.28	0.28	0.09	0.34	0.34	0.10	0.35	0.35
Volume/Cap:	0.79	0.98	0.98	0.98	0.79	0.79	0.98	0.90	0.90	0.90	0.98	0.29
Uniform Del:	43.1	33.3	33.3	46.7	33.3	33.3	45.2	31.2	31.2	44.4	32.1	23.4
IncrementDel:	18.0	22.3	22.3	77.7	4.3	4.3	44.9	9.5	9.5	40.0	30.5	0.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.1	55.6	55.6	124.4	37.6	37.6	90.1	40.7	40.7	84.4	62.6	23.7
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:	61.1	55.6	55.6	124.4	37.6	37.6	90.1	40.7	40.7	84.4	62.6	23.7
DesignQueue:	8	39	7	6	29	4	17	35	8	8	26	6

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

Intersection #19 Murray/Jenkins

Cycle (sec): 100 Critical Vol./Cap. (X): 0.889
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 44.5
Optimal Cycle: 112 Level Of Service: D

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

Volume Module:

Base Vol:	293	694	86	193	729	186	117	521	303	86	431	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	694	86	193	729	186	117	521	303	86	431	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	306	726	90	202	763	195	122	545	317	90	451	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	726	90	202	763	195	122	545	317	90	451	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	306	726	90	202	763	195	122	545	317	90	451	132

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.92	0.92	0.95	1.00	0.85	0.95	0.97	0.97
Lanes:	2.00	1.78	0.22	1.00	1.59	0.41	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	3502	3160	392	1805	2786	712	1805	1900	1615	1805	1420	416

Capacity Analysis Module:

Vol/Sat:	0.09	0.23	0.23	0.11	0.27	0.27	0.07	0.29	0.20	0.05	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.27	0.27	0.13	0.31	0.31	0.08	0.37	0.47	0.06	0.36	0.36
Volume/Cap:	0.89	0.84	0.84	0.84	0.89	0.89	0.89	0.78	0.42	0.78	0.89	0.89
Uniform Del:	44.5	34.3	34.3	42.3	33.0	33.0	45.8	27.9	17.6	46.1	30.3	30.3
IncrementDel:	23.4	6.7	6.7	22.4	9.2	9.2	45.2	5.5	0.4	27.5	14.1	14.1
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:	67.9	40.9	40.9	64.7	42.2	42.2	91.0	33.4	18.0	73.6	44.3	44.3
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:	67.9	40.9	40.9	64.7	42.2	42.2	91.0	33.4	18.0	73.6	44.3	44.3
DesignQueue:	16	31	4	10	31	8	6	21	10	5	18	5

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

Intersection #20 Murray/Farmington

Cycle (sec): 160 Critical Vol./Cap. (X): 1.070
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 89.4
Optimal Cycle: 180 Level Of Service: F

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

Volume Module:

Base Vol:	296	799	144	227	1176	87	78	605	323	280	1020	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	799	144	227	1176	87	78	605	323	280	1020	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	302	815	147	232	1200	89	80	617	330	286	1041	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	815	147	232	1200	89	80	617	330	286	1041	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	302	815	147	232	1200	89	80	617	330	286	1041	148

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.90	0.90	0.95	0.93	0.93
Lanes:	1.00	1.69	0.31	1.00	1.86	0.14	1.00	1.30	0.70	1.00	1.75	0.25
Final Sat.:	1805	2988	539	1805	3327	247	1805	2230	1193	1805	3101	441

Capacity Analysis Module:

Vol/Sat:	0.17	0.27	0.27	0.13	0.36	0.36	0.04	0.28	0.28	0.16	0.34	0.34
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.34	0.34	0.16	0.34	0.34	0.05	0.26	0.26	0.15	0.36	0.36
Volume/Cap:	1.07	0.81	0.81	0.81	1.07	1.07	0.93	1.07	1.07	1.07	0.93	0.93
Uniform Del:	67.5	48.6	48.6	65.1	53.0	53.0	76.0	59.3	59.3	68.2	49.5	49.5
IncrementDel:	73.4	4.4	4.4	16.2	46.9	46.9	75.5	50.8	50.8	74.9	12.7	12.7
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:	140.9	53.0	53.0	81.3	xxxx	100.0	151.5	110	110.2	143.0	62.1	62.1
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:	140.9	53.0	53.0	81.3	xxxx	100.0	151.5	110	110.2	143.0	62.1	62.1
DesignQueue:	24	52	9	18	78	6	7	44	23	23	65	9

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

 Intersection #21 Murray/6th

Average Delay (sec/veh): 1727.9 Worst Case Level Of Service: F

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0

Volume Module:

Base Vol:	57 1148 33	17 1585 19	1 0 27	62 8 88
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	57 1148 33	17 1585 19	1 0 27	62 8 88
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95
PHF Volume:	60 1206 35	18 1665 20	1 0 28	65 8 92
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Final Vol.:	60 1206 35	18 1665 20	1 0 28	65 8 92

Critical Gap Module:

Critical Gp:	4.1 xxxxx xxxxxx	4.1 xxxxx xxxxxx	7.5 xxxxx	6.9	7.5	6.5	6.9
FollowUpTim:	2.2 xxxxx xxxxxx	2.2 xxxxx xxxxxx	3.5 xxxxx	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	1685 xxxxx xxxxxx	1241 xxxxx xxxxxx	2438 xxxxx	842	2211	3064	620
Potent Cap.:	385 xxxxx xxxxxx	568 xxxxx xxxxxx	17 xxxxx	312	25	13	436
Move Cap.:	385 xxxxx xxxxxx	568 xxxxx xxxxxx	4 xxxxx	312	20	10	436

Level Of Service Module:

Stopped Del:	16.1 xxxxx xxxxxx	11.5 xxxxx xxxxxx	xxxxx xxxxx	xxxxx xxxxx	xxxxx xxxxx	xxxxx xxxxx	xxxxx xxxxx
LOS by Move:	C * * *	B * * *	* * *	* * *	* * *	* * *	* * *
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx xxxxx xxxxxx	xxxxx xxxxx xxxxxx	xxxxx xxxxx	78 xxxxxx	xxxxx xxxxx	38 xxxxxx	xxxxx xxxxx
Shrd StpDel:	xxxxxx xxxxx xxxxxx	xxxxxx xxxxx xxxxxx	xxxxxx xxxxx	76.2 xxxxxx	xxxxxx xxxxxx	1728 xxxxxx	xxxxxx xxxxx
Shared LOS:	* * *	* * *	* * *	F	* * *	F	* * *
ApproachDel:	xxxxxxx	xxxxxxx	76.2		1727.9		
ApproachLOS:	*	*	F		F		

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

 Intersection #22 Murray/Allen

Cycle (sec): 120 Critical Vol./Cap. (X): 0.951
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 51.0
 Optimal Cycle: 162 Level Of Service: D

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

Volume Module:

Base Vol:	128 708 222	442 1156 111	83 165 41	390 259 510
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	128 708 222	442 1156 111	83 165 41	390 259 510
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.97 0.97 0.97	0.97 0.97 0.97	0.97 0.97 0.97	0.97 0.97 0.97
PHF Volume:	132 728 228	455 1189 114	85 170 42	401 266 525
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	132 728 228	455 1189 114	85 170 42	401 266 525
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	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.:	132 728 228	455 1189 114	85 170 42	401 266 525

Saturation Flow Module:

Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.95 0.85	0.92 0.94 0.94	0.95 0.92 0.92	0.95 1.00 0.85
Lanes:	1.00 2.00 1.00	2.00 1.83 0.17	1.00 1.60 0.40	1.00 1.00 1.00
Final Sat.:	1805 3610 1615	3502 3251 312	1805 2808 694	1805 1900 1615

Capacity Analysis Module:

Vol/Sat:	0.07 0.20 0.14	0.13 0.37 0.37	0.05 0.06 0.06	0.22 0.14 0.33
Crit Moves:	****	****	****	****
Green/Cycle:	0.08 0.28 0.62	0.18 0.38 0.38	0.06 0.06 0.06	0.34 0.34 0.34
Volume/Cap:	0.95 0.72 0.23	0.72 0.95 0.95	0.74 0.95 0.95	0.65 0.41 0.95
Uniform Del:	55.2 38.9 10.0	46.3 35.8 35.8	55.2 56.0 56.0	33.4 30.2 38.5
IncrementDel:	61.4 2.5 0.1	4.0 14.3 14.3	22.3 46.6 46.6	2.5 0.4 26.6
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:	116.6 41.4 10.1	50.3 50.2 50.2	77.5 103 102.6	35.9 30.7 65.1
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:	116.6 41.4 10.1	50.3 50.2 50.2	77.5 103 102.6	35.9 30.7 65.1
DesignQueue:	8 37 6	26 54 5	5 11 3	19 12 25

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

 Intersection #23 Murray/Brockman/Beard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.4
 Optimal Cycle: 75 Level Of Service: C

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

Volume Module:

Base Vol:	86	723	72	177	1102	102	52	109	48	151	224	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	723	72	177	1102	102	52	109	48	151	224	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	88	744	74	182	1134	105	53	112	49	155	230	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	744	74	182	1134	105	53	112	49	155	230	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	88	744	74	182	1134	105	53	112	49	155	230	121

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.82	0.18	1.00	1.83	0.17	1.00	0.70	0.30	1.00	0.66	0.34
Final Sat.:	1805	3241	322	1805	3261	302	1805	1261	552	1805	1180	621

Capacity Analysis Module:

Vol/Sat:	0.05	0.23	0.23	0.10	0.35	0.35	0.03	0.09	0.09	0.09	0.19	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.37	0.37	0.16	0.47	0.47	0.04	0.15	0.15	0.15	0.26	0.26
Volume/Cap:	0.74	0.62	0.62	0.62	0.74	0.74	0.74	0.58	0.58	0.58	0.74	0.74
Uniform Del:	45.9	25.5	25.5	38.9	21.5	21.5	47.5	39.2	39.2	39.6	33.7	33.7
IncrementDel:	21.5	0.9	0.9	3.9	1.8	1.8	33.0	2.9	2.9	3.0	6.1	6.1
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:	67.4	26.4	26.4	42.8	23.3	23.3	80.5	42.2	42.2	42.6	39.7	39.7
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:	67.4	26.4	26.4	42.8	23.3	23.3	80.5	42.2	42.2	42.6	39.7	39.7
DesignQueue:	5	27	3	9	36	3	3	5	2	7	10	5

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

 Intersection #24 Nimbus/Scholls Ferry

Cycle (sec): 120 Critical Vol./Cap. (X): 0.994
 Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 53.6
 Optimal Cycle: 180 Level Of Service: D

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

Volume Module:

Base Vol:	148	31	203	543	30	543	133	1135	48	54	1478	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	31	203	543	30	543	133	1135	48	54	1478	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	151	32	207	554	31	554	136	1158	49	55	1508	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	32	207	554	31	554	136	1158	49	55	1508	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	151	32	207	554	31	554	136	1158	49	55	1508	113

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.96	0.96	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.83	0.17	1.00	1.89	0.11	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1505	319	1615	3437	192	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.13	0.16	0.16	0.34	0.08	0.32	0.03	0.03	0.42	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.10	0.14	0.27	0.27	0.35	0.08	0.45	0.55	0.04	0.42	0.69
Volume/Cap:	0.99	0.99	0.89	0.60	0.60	0.99	0.99	0.71	0.05	0.71	0.99	0.10
Uniform Del:	53.9	53.9	50.4	38.2	38.2	39.2	55.4	26.4	12.3	56.7	34.6	6.2
IncrementDel:	64.3	64.3	31.5	1.0	1.0	36.4	74.8	1.5	0.0	25.8	21.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	118.2	118	81.9	39.2	39.2	75.5	130.3	27.9	12.3	82.5	56.1	6.2
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:	118.2	118	81.9	39.2	39.2	75.5	130.3	27.9	12.3	82.5	56.1	6.2
DesignQueue:	9	2	12	28	2	26	9	46	1	4	65	2

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

Intersection #25 Hall/Scholls Ferry

Cycle (sec): 120 Critical Vol./Cap. (X): 0.989
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 65.9
Optimal Cycle: 180 Level Of Service: E

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

Volume Module:

Base Vol:	319	508	288	250	440	115	171	736	245	286	712	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	508	288	250	440	115	171	736	245	286	712	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	336	536	304	264	464	121	180	776	258	302	751	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	536	304	264	464	121	180	776	258	302	751	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	336	536	304	264	464	121	180	776	258	302	751	218

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.92	0.92	0.95	0.91	0.91	0.95	0.92	0.92
Lanes:	1.00	1.28	0.72	1.00	1.59	0.41	1.00	1.50	0.50	1.00	1.55	0.45
Final Sat.:	1805	2179	1236	1805	2775	724	1805	2609	867	1805	2703	785

Capacity Analysis Module:

Vol/Sat:	0.19	0.25	0.25	0.15	0.17	0.17	0.10	0.30	0.30	0.17	0.28	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.21	0.25	0.25	0.15	0.19	0.19	0.12	0.30	0.30	0.17	0.35	0.35
Volume/Cap:	0.89	0.99	0.99	0.99	0.89	0.89	0.80	0.99	0.99	0.99	0.80	0.80
Uniform Del:	46.1	44.9	44.9	51.0	47.5	47.5	51.1	41.8	41.8	49.7	35.6	35.6
IncrementDel:	22.2	28.0	28.0	51.8	14.3	14.3	18.6	25.0	25.0	48.3	4.0	4.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.3	72.9	72.9	102.8	61.8	61.8	69.7	66.8	66.8	98.0	39.6	39.6
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:	68.3	72.9	72.9	102.8	61.8	61.8	69.7	66.8	66.8	98.0	39.6	39.6
DesignQueue:	19	29	16	16	26	7	11	39	13	17	35	10

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

Intersection #26 Allen/Schools Ferry

Cycle (sec): 120 Critical Vol./Cap. (X): 0.980
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 64.5
Optimal Cycle: 180 Level Of Service: E

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

Volume Module:

Base Vol:	123	565	121	43	624	156	223	581	299	173	362	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	565	121	43	624	156	223	581	299	173	362	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	131	601	129	46	664	166	237	618	318	184	385	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	601	129	46	664	166	237	618	318	184	385	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	131	601	129	46	664	166	237	618	318	184	385	31

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.99
Lanes:	1.00	0.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	1805	1522	327	1805	1900	1615	1805	1900	1615	1805	1739	140

Capacity Analysis Module:

Vol/Sat:	0.07	0.39	0.39	0.03	0.35	0.10	0.13	0.33	0.20	0.10	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.07	0.40	0.40	0.03	0.36	0.52	0.16	0.33	0.41	0.10	0.27	0.27
Volume/Cap:	0.98	0.98	0.98	0.98	0.98	0.20	0.81	0.98	0.48	0.98	0.81	0.81
Uniform Del:	55.5	35.2	35.2	58.4	38.2	15.5	48.5	39.7	26.4	53.6	40.7	40.7
IncrementDel:	71.4	26.9	26.9	121.7	29.5	0.1	15.3	30.7	0.6	59.6	9.3	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	126.9	62.1	62.1	180.1	67.6	15.6	63.8	70.4	26.9	113.2	49.9	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.9	62.1	62.1	180.1	67.6	15.6	63.8	70.4	26.9	113.2	49.9	49.9
DesignQueue:	8	27	6	3	31	5	14	30	13	11	20	2

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

Intersection #27 Oleson/Vermont

Cycle (sec): 100 Critical Vol./Cap. (X): 0.761
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.1
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:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	18	304	247	174	387	20	13	6	20	325	17	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	304	247	174	387	20	13	6	20	325	17	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	19	320	260	183	407	21	14	6	21	342	18	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	320	260	183	407	21	14	6	21	342	18	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	19	320	260	183	407	21	14	6	21	342	18	176

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.93	0.93	0.36	0.99	0.99	0.54	0.88	0.88	0.75	0.86	0.86
Lanes:	1.00	0.55	0.45	1.00	0.95	0.05	1.00	0.22	0.78	1.00	0.09	0.91
Final Sat.:	795	978	795	676	1794	93	1034	373	1305	1417	152	1489

Capacity Analysis Module:

Vol/Sat:	0.02	0.33	0.33	0.27	0.23	0.23	0.01	0.02	0.02	0.24	0.12	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.45	0.43	0.43	0.60	0.54	0.54	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.05	0.76	0.76	0.45	0.42	0.42	0.04	0.05	0.05	0.76	0.37	0.37
Uniform Del:	15.6	24.2	24.2	13.5	13.8	13.8	23.6	23.7	23.7	30.7	26.5	26.5
IncrementDel:	0.1	4.5	4.5	0.8	0.3	0.3	0.1	0.0	0.0	7.5	0.5	0.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.6	28.7	28.7	14.3	14.1	14.1	23.7	23.7	23.7	38.2	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:	15.6	28.7	28.7	14.3	14.1	14.1	23.7	23.7	23.7	38.2	26.9	26.9
DesignQueue:	1	11	9	9	11	1	1	0	1	14	1	7

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

Intersection #28 Oleson/Garden Home

Cycle (sec): 100 Critical Vol./Cap. (X): 0.950
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 42.8
Optimal Cycle: 140 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	212	369	94	147	462	139	132	386	295	112	330	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	369	94	147	462	139	132	386	295	112	330	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.70
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	228	396	101	158	496	149	142	415	317	120	354	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	396	101	158	496	149	142	415	317	120	354	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	228	396	101	158	496	149	142	415	317	120	354	90

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	1.00	0.85	0.47	0.97	0.97	0.32	1.00	0.85	0.34	0.97	0.97
Lanes:	1.00	1.00	1.00	1.00	0.77	0.23	1.00	1.00	1.00	1.00	0.80	0.20
Final Sat.:	648	1900	1615	887	1410	424	599	1900	1615	655	1469	374

Capacity Analysis Module:

Vol/Sat:	0.35	0.21	0.06	0.18	0.35	0.35	0.24	0.22	0.20	0.18	0.24	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.49	0.35	0.35	0.54	0.37	0.37	0.38	0.26	0.26	0.33	0.25	0.25
Volume/Cap:	0.72	0.59	0.18	0.33	0.95	0.95	0.63	0.85	0.76	0.55	0.95	0.95
Uniform Del:	21.8	26.3	22.2	13.4	30.6	30.6	24.4	35.2	34.3	25.8	36.7	36.7
IncrementDel:	7.9	1.4	0.1	0.4	22.9	22.9	5.6	12.9	8.0	3.0	29.2	29.2
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:	29.7	27.7	22.4	13.8	53.4	53.4	30.0	48.1	42.2	28.8	65.9	65.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	27.7	22.4	13.8	53.4	53.4	30.0	48.1	42.2	28.8	65.9	65.9
DesignQueue:	11	15	4	8	19	6	7	18	14	6	16	4

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

Intersection #29 Cedar Hills/Barnes

Cycle (sec): 140 Critical Vol./Cap. (X): 1.002
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 68.8
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns for traffic volumes and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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

Intersection #30 Cedar Hills/US 26 west ramps

Cycle (sec): 60 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 38 Level Of Service: B

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns for traffic volumes and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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

Intersection #31 Cedar Hills/US 26 east ramps

Average Delay (sec/veh): 690.9 Worst Case Level Of Service: F

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Uncontrolled, Stop Sign), Rights (Include), and Lanes (0 0 2 0 1).

Volume Module:

Table with 11 columns for traffic volumes and 11 rows for metrics: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module:

Table with 11 columns for gap metrics and 2 rows: Critical Gp and FollowUpTim.

Capacity Module:

Table with 11 columns for capacity metrics and 3 rows: Cnflct Vol, Potent Cap., and Move Cap.

Level Of Service Module:

Table with 11 columns for LOS metrics and 7 rows: Stopped Del, LOS by Move, Movement, Shared Cap., Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Intersection #32 Cedar Hills/Butner

Cycle (sec): 100 Critical Vol./Cap. (X): 0.828

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.7

Optimal Cycle: 93 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Permitted), Rights (Include), and Lanes (1 0 2 0 1).

Volume Module:

Table with 11 columns for traffic volumes and 11 rows for metrics: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 11 columns for saturation flow metrics and 4 rows: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 11 columns for capacity analysis metrics and 11 rows: Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and DesignQueue.

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

Intersection #33 Cedar Hills/Walker

Cycle (sec): 100 Critical Vol./Cap. (X): 1.006
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 58.2
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns for traffic volumes and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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

Intersection #34 Cedar Hills/Jenkins

Cycle (sec): 120 Critical Vol./Cap. (X): 0.876
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 40.0
Optimal Cycle: 118 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns for traffic volumes and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis and 12 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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

Intersection #35 Cedar Hills/Hall

Cycle (sec): 100 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 30.9
Optimal Cycle: 76 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different traffic movements and 10 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns and 12 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

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

Intersection #36 Cedar Hills/Canyon

Cycle (sec): 100 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.1
Optimal Cycle: 99 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different traffic movements and 10 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns and 12 rows showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, etc.

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

 Intersection #37 Cedar Hills/Farmington

Cycle (sec): 100 Critical Vol./Cap. (X): 0.905
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.2
 Optimal Cycle: 112 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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	1	0	2	0	0	2	1

Volume Module:

Base Vol:	0	0	0	345	0	234	182	1304	0	0	1505	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
Initial Bse:	0	0	0	345	0	234	182	1304	0	0	1505	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	365	0	248	193	1380	0	0	1593	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	365	0	248	193	1380	0	0	1593	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	365	0	248	193	1380	0	0	1593	163

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	1.00	0.91	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	1.42	0.00	0.58	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2467	0	998	1805	3610	0	0	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.25	0.11	0.38	0.00	0.00	0.44	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.12	0.61	0.00	0.00	0.49	0.76
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.91	0.91	0.63	0.00	0.00	0.91	0.13
Uniform Del:	0.0	0.0	0.0	30.9	0.0	35.0	43.5	12.6	0.0	0.0	23.5	3.2
IncrementDel:	0.0	0.0	0.0	0.5	0.0	15.8	36.8	0.6	0.0	0.0	7.1	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	31.4	0.0	50.8	80.3	13.2	0.0	0.0	30.6	3.2
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:	0.0	0.0	0.0	31.4	0.0	50.8	80.3	13.2	0.0	0.0	30.6	3.2
DesignQueue:	0	0	0	15	0	11	10	33	0	0	51	2

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

 Intersection #38 Hall/Center

Cycle (sec): 100 Critical Vol./Cap. (X): 0.477
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.8
 Optimal Cycle: 39 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	53	612	56	127	369	24	37	39	55	47	34	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	612	56	127	369	24	37	39	55	47	34	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	56	650	60	135	392	26	39	41	58	50	36	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	650	60	135	392	26	39	41	58	50	36	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	56	650	60	135	392	26	39	41	58	50	36	205

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.47	0.91	0.91	0.69	0.87	0.87
Lanes:	1.00	1.83	0.17	1.00	1.88	0.12	1.00	0.41	0.59	1.00	0.15	0.85
Final Sat.:	1805	3262	301	1805	3355	223	891	718	1015	1309	247	1409

Capacity Analysis Module:

Vol/Sat:	0.03	0.20	0.20	0.07	0.12	0.12	0.04	0.06	0.06	0.04	0.15	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.42	0.42	0.16	0.45	0.45	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.26	0.48	0.48	0.48	0.26	0.26	0.14	0.19	0.19	0.13	0.48	0.48
Uniform Del:	39.9	21.2	21.2	38.4	16.9	16.9	25.2	25.6	25.6	25.1	28.3	28.3
IncrementDel:	0.6	0.2	0.2	1.3	0.1	0.1	0.2	0.2	0.2	0.1	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:	40.5	21.4	21.4	39.7	16.9	16.9	25.5	25.8	25.8	25.2	29.0	29.0
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:	40.5	21.4	21.4	39.7	16.9	16.9	25.5	25.8	25.8	25.2	29.0	29.0
DesignQueue:	3	22	2	6	12	1	2	2	2	2	1	8

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

Intersection #39 Hall/Allen

Cycle (sec): 100 Critical Vol./Cap. (X): 0.914
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 44.4
Optimal Cycle: 122 Level Of Service: D

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

Volume Module:

Base Vol:	255	607	56	154	733	71	100	603	144	147	1032	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	607	56	154	733	71	100	603	144	147	1032	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	266	633	58	161	764	74	104	629	150	153	1076	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	633	58	161	764	74	104	629	150	153	1076	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	266	633	58	161	764	74	104	629	150	153	1076	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.94	0.94	0.95	0.92	0.92	0.95	0.94	0.94
Lanes:	1.00	1.83	0.17	1.00	1.82	0.18	1.00	1.61	0.39	1.00	1.84	0.16
Final Sat.:	1805	3264	299	1805	3248	315	1805	2830	675	1805	3289	278

Capacity Analysis Module:

Vol/Sat:	0.15	0.19	0.19	0.09	0.24	0.24	0.06	0.22	0.22	0.08	0.33	0.33
Crit Moves:	****			****			****			****		
Green/Cycle:	0.16	0.29	0.29	0.13	0.26	0.26	0.06	0.30	0.30	0.12	0.36	0.36
Volume/Cap:	0.91	0.68	0.68	0.68	0.91	0.91	0.91	0.73	0.73	0.73	0.91	0.91
Uniform Del:	41.2	31.5	31.5	41.4	36.0	36.0	46.6	31.1	31.1	42.7	30.6	30.6
IncrementDel:	31.2	1.8	1.8	7.5	13.3	13.3	57.9	2.6	2.6	12.2	10.2	10.2
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:	72.5	33.4	33.4	48.9	49.4	49.4	104.4	33.6	33.6	54.8	40.8	40.8
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:	72.5	33.4	33.4	48.9	49.4	49.4	104.4	33.6	33.6	54.8	40.8	40.8
DesignQueue:	13	26	2	8	33	3	5	26	6	8	42	4

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

Intersection #40 Hall/Denney

Cycle (sec): 100 Critical Vol./Cap. (X): 0.852
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.4
Optimal Cycle: 91 Level Of Service: C

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

Volume Module:

Base Vol:	0	936	401	147	818	0	0	0	0	676	0	231
Growth Adj:	1.00	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	936	401	147	818	0	0	0	0	676	0	231
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	981	0	154	857	0	0	0	0	709	0	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	981	0	154	857	0	0	0	0	709	0	242
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	981	0	154	857	0	0	0	0	709	0	242

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3610	1900	1805	3610	0	0	0	0	1805	0	1615

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.00	0.09	0.24	0.00	0.00	0.00	0.00	0.39	0.00	0.15
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.32	0.00	0.10	0.42	0.00	0.00	0.00	0.00	0.46	0.00	0.46
Volume/Cap:	0.00	0.85	0.00	0.85	0.57	0.00	0.00	0.00	0.00	0.85	0.00	0.33
Uniform Del:	0.0	31.8	0.0	44.3	22.1	0.0	0.0	0.0	0.0	23.9	0.0	17.1
IncrementDel:	0.0	6.3	0.0	30.1	0.5	0.0	0.0	0.0	0.0	8.4	0.0	0.3
Delay Adj:	0.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	38.1	0.0	74.4	22.6	0.0	0.0	0.0	0.0	32.4	0.0	17.3
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	38.1	0.0	74.4	22.6	0.0	0.0	0.0	0.0	32.4	0.0	17.3
DesignQueue:	0	40	0	8	29	0	0	0	0	24	0	7

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

Intersection #41 Hall/Greenway

Cycle (sec): 120 Critical Vol./Cap. (X): 1.029
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 61.9
Optimal Cycle: 180 Level Of Service: E

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

Volume Module:

Base Vol:	281	17	285	26	27	4	7	551	469	655	1111	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:	281	17	285	26	27	4	7	551	469	655	1111	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	287	17	291	27	28	4	7	562	479	668	1134	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	17	291	27	28	4	7	562	479	668	1134	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	287	17	291	27	28	4	7	562	479	668	1134	27

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.85	0.97	0.97	0.97	0.95	0.88	0.88	0.95	0.95	0.95
Lanes:	0.94	0.06	1.00	0.46	0.47	0.07	1.00	1.08	0.92	1.00	1.95	0.05
Final Sat.:	1713	101	1615	843	874	125	1805	1814	1546	1805	3515	84

Capacity Analysis Module:

Vol/Sat:	0.17	0.17	0.18	0.03	0.03	0.03	0.00	0.31	0.31	0.37	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.18	0.18	0.03	0.03	0.03	0.01	0.30	0.30	0.36	0.65	0.65
Volume/Cap:	0.96	0.96	1.03	1.03	1.03	1.03	0.49	1.03	1.03	1.03	0.49	0.49
Uniform Del:	49.0	49.0	49.5	58.1	58.1	58.1	59.3	41.9	41.9	38.4	10.7	10.7
IncrementDel:	39.0	39.0	61.3	127.4	127	127.4	24.7	36.0	36.0	43.0	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:	88.0	88.0	110.8	185.5	186	185.5	83.9	78.0	78.0	81.5	10.9	10.9
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:	88.0	88.0	110.8	185.5	186	185.5	83.9	78.0	78.0	81.5	10.9	10.9
DesignQueue:	16	1	17	2	2	0	0	28	24	31	29	1

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

Intersection #42 Hall/Nimbus

Cycle (sec): 100 Critical Vol./Cap. (X): 0.841
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: 97 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	2

Volume Module:

Base Vol:	366	36	350	173	49	88	18	712	150	249	1240	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	366	36	350	173	49	88	18	712	150	249	1240	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	381	38	365	180	51	92	19	742	156	259	1292	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	38	365	180	51	92	19	742	156	259	1292	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	381	38	365	180	51	92	19	742	156	259	1292	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.86	0.86	0.33	0.90	0.90	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	0.09	0.91	1.00	0.36	0.64	1.00	1.65	0.35	1.00	2.00	1.00
Final Sat.:	1239	155	1487	635	613	1105	1805	2905	611	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.31	0.25	0.25	0.28	0.08	0.08	0.01	0.26	0.26	0.14	0.36	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.01	0.30	0.30	0.17	0.46	0.46
Volume/Cap:	0.84	0.67	0.67	0.78	0.23	0.23	0.78	0.84	0.84	0.84	0.78	0.08
Uniform Del:	29.1	26.7	26.7	28.1	21.9	21.9	49.2	32.6	32.6	40.2	22.6	15.1
IncrementDel:	13.2	3.0	3.0	15.1	0.2	0.2	88.3	6.1	6.1	18.3	2.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.3	29.6	29.6	43.1	22.1	22.1	137.4	38.7	38.7	58.5	25.0	15.2
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:	42.3	29.6	29.6	43.1	22.1	22.1	137.4	38.7	38.7	58.5	25.0	15.2
DesignQueue:	14	1	14	7	2	3	1	31	6	12	43	2

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

Intersection #43 125th/Greenway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.5
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
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	316	0	144	0	0	0	0	238	225	266	493	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:	316	0	144	0	0	0	0	238	225	266	493	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	325	0	148	0	0	0	0	245	232	274	508	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	0	148	0	0	0	0	245	232	274	508	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.:	325	0	148	0	0	0	0	245	232	274	508	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	0.54	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.97	1.03	0.00
Final Sat.:	1805	0	1615	0	0	0	0	1900	1615	1002	1858	0

Capacity Analysis Module:

Vol/Sat:	0.18	0.00	0.09	0.00	0.00	0.00	0.00	0.13	0.14	0.27	0.27	0.00
Crit Moves:	****									****		
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.53	0.53	0.53	0.53	0.00
Volume/Cap:	0.52	0.00	0.26	0.00	0.00	0.00	0.00	0.24	0.27	0.52	0.52	0.00
Uniform Del:	25.8	0.0	23.3	0.0	0.0	0.0	0.0	12.6	12.9	15.2	15.2	0.0
IncrementDel:	0.7	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.3	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.5	0.0	23.5	0.0	0.0	0.0	0.0	12.8	13.0	15.5	15.5	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:	26.5	0.0	23.5	0.0	0.0	0.0	0.0	12.8	13.0	15.5	15.5	0.0
DesignQueue:	12	0	5	0	0	0	0	7	6	7	14	0

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

Intersection #44 Western/Beaverton Hillsdale

Cycle (sec): 120 Critical Vol./Cap. (X): 0.868
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: 104 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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	331	0	315	0	0	0	0	994	339	250	1001	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:	331	0	315	0	0	0	0	994	339	250	1001	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	361	0	343	0	0	0	0	1083	369	272	1090	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	0	343	0	0	0	0	1083	369	272	1090	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.:	361	0	343	0	0	0	0	1083	369	272	1090	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.91	0.91	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.49	0.51	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2590	883	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.20	0.00	0.21	0.00	0.00	0.00	0.00	0.42	0.42	0.15	0.30	0.00
Crit Moves:	****									****		
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.48	0.48	0.17	0.66	0.00
Volume/Cap:	0.82	0.00	0.87	0.00	0.00	0.00	0.00	0.87	0.87	0.87	0.46	0.00
Uniform Del:	42.8	0.0	43.5	0.0	0.0	0.0	0.0	27.7	27.7	48.2	10.2	0.0
IncrementDel:	11.3	0.0	18.1	0.0	0.0	0.0	0.0	5.1	5.1	21.8	0.1	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	54.1	0.0	61.6	0.0	0.0	0.0	0.0	32.8	32.8	70.0	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	0.0	61.6	0.0	0.0	0.0	0.0	32.8	32.8	70.0	10.4	0.0
DesignQueue:	19	0	18	0	0	0	0	42	14	16	27	0

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

Intersection #45 Western/Allen

Cycle (sec): 100 Critical Vol./Cap. (X): 0.726
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.7
Optimal Cycle: 63 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and DesignQueue.

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

Intersection #46 Laurelwood/Beaverton Hillsdale

Cycle (sec): 100 Critical Vol./Cap. (X): 0.795
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 76 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and DesignQueue.

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

Intersection #47 Lombard/Farmington

Cycle (sec): 100 Critical Vol./Cap. (X): 0.775
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: 81 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 Ignore Ignore
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 1 0

Volume Module:
Base Vol: 69 153 73 137 185 101 69 1030 84 143 1431 204
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 69 153 73 137 185 101 69 1030 84 143 1431 204
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.00
PHF Volume: 71 157 75 140 189 103 71 1054 0 146 1465 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 71 157 75 140 189 103 71 1054 0 146 1465 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
Final Vol.: 71 157 75 140 189 103 71 1054 0 146 1465 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 1.00 0.95 0.95 1.00
Lanes: 1.00 0.68 0.32 1.00 0.65 0.35 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1805 1224 585 1805 1165 635 1805 3610 1900 1805 3610 1900

Capacity Analysis Module:
Vol/Sat: 0.04 0.13 0.13 0.08 0.16 0.16 0.04 0.29 0.00 0.08 0.41 0.00
Crit Moves: ****
Green/Cycle: 0.05 0.17 0.17 0.10 0.21 0.21 0.05 0.45 0.00 0.12 0.52 0.00
Volume/Cap: 0.76 0.77 0.77 0.77 0.76 0.76 0.77 0.65 0.00 0.65 0.77 0.00
Uniform Del: 46.8 39.9 39.9 43.9 36.9 36.9 46.9 21.4 0.0 41.7 19.1 0.0
IncrementDel: 29.7 11.9 11.9 18.7 8.5 8.5 32.9 0.9 0.0 6.5 2.1 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
Delay/Veh: 76.5 51.9 51.9 62.6 45.4 45.4 79.8 22.3 0.0 48.2 21.2 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 76.5 51.9 51.9 62.6 45.4 45.4 79.8 22.3 0.0 48.2 21.2 0.0
DesignQueue: 4 8 4 7 9 5 4 35 0 7 43 0

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

Intersection #48 114th/Canyon

Average Delay (sec/veh): 15.7 Worst Case 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: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 1 1 0

Volume Module:
Base Vol: 0 0 0 0 0 27 0 0 0 0 1581 71
Growth Adj: 1.00 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 27 0 0 0 0 1581 71
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 0 0 0 0 0 28 0 0 0 0 1625 73
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 0 0 28 0 0 0 0 1625 73

Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxxx 6.2 xxxxx xxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx xxxxx xxxxx 849 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 364 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 364 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Stopped Del:xxxxx xxxxx xxxxx xxxxx xxxxx 15.7 xxxxx xxxxx xxxxx 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 xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * *
ApproachDel: xxxxxxx 15.7 xxxxxxx xxxxxxx
ApproachLOS: * C * *

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

Intersection #49 Griffith/Beaverton Hillsdale

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 88 Level Of Service: C

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

Volume Module:

Base Vol:	140	81	175	180	106	140	89	971	84	145	1407	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
Initial Bse:	140	81	175	180	106	140	89	971	84	145	1407	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
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	85	184	189	111	147	93	1019	88	152	1476	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	85	184	189	111	147	93	1019	88	152	1476	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	147	85	184	189	111	147	93	1019	88	152	1476	249

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3283	284	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.08	0.04	0.11	0.10	0.06	0.09	0.05	0.31	0.31	0.08	0.41	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.14	0.14	0.14	0.13	0.13	0.13	0.06	0.45	0.45	0.12	0.51	0.64
Volume/Cap:	0.58	0.32	0.81	0.81	0.45	0.70	0.81	0.69	0.69	0.69	0.81	0.24
Uniform Del:	40.2	38.6	41.6	42.3	40.2	41.7	46.2	22.1	22.1	42.1	20.7	7.9
IncrementDel:	3.3	0.7	19.0	18.5	1.3	10.3	33.1	1.3	1.3	9.2	2.8	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:	43.5	39.3	60.6	60.9	41.6	52.0	79.3	23.4	23.4	51.3	23.5	8.0
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:	43.5	39.3	60.6	60.9	41.6	52.0	79.3	23.4	23.4	51.3	23.5	8.0
DesignQueue:	7	4	9	9	5	7	5	34	3	8	45	5

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

Intersection #50 87th/Canyon

Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: 46 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	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	0	2	0	0	1

Volume Module:

Base Vol:	215	64	55	46	105	3	0	1221	184	0	989	13
Growth Adj:	1.00	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	64	55	46	105	3	0	1221	184	0	989	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	224	67	57	48	110	3	0	1275	192	0	1032	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	67	57	48	110	3	0	1275	192	0	1032	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.:	224	67	57	48	110	3	0	1275	192	0	1032	14

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.68	0.84	0.84	0.84	1.00	0.95	0.85	1.00	0.95	0.95
Lanes:	0.65	0.19	0.16	0.30	0.68	0.02	0.00	2.00	1.00	0.00	1.97	0.03
Final Sat.:	832	249	212	475	1088	30	0	3610	1615	0	3555	48

Capacity Analysis Module:

Vol/Sat:	0.27	0.27	0.27	0.10	0.10	0.10	0.00	0.35	0.12	0.00	0.29	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.00	0.52	0.52	0.00	0.52	0.52
Volume/Cap:	0.68	0.68	0.68	0.25	0.25	0.25	0.00	0.68	0.23	0.00	0.56	0.56
Uniform Del:	24.8	24.8	24.8	20.2	20.2	20.2	0.0	17.6	13.0	0.0	16.1	16.1
IncrementDel:	3.6	3.6	3.6	0.2	0.2	0.2	0.0	1.0	0.1	0.0	0.4	0.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	28.4	28.4	28.4	20.4	20.4	20.4	0.0	18.6	13.1	0.0	16.5	16.5
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:	28.4	28.4	28.4	20.4	20.4	20.4	0.0	18.6	13.1	0.0	16.5	16.5
DesignQueue:	8	2	2	2	4	0	0	37	5	0	30	0

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

Intersection #51 Garden Home/84th

Average Delay (sec/veh): 32.6 Worst Case Level Of Service: D

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0 0 1! 0 0).

Volume Module:

Table with 12 columns for traffic volume and delay metrics: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: Stopped Del, LOS by Move, Movement, Shared Cap., Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

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

Intersection #52 Garden Home/88th

Average Delay (sec/veh): 23.5 Worst Case Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Stop Sign, Uncontrolled), Rights (Include), Lanes (0 0 1! 0 0).

Volume Module:

Table with 12 columns for traffic volume and delay metrics: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.

Critical Gap Module:

Table with 12 columns for critical gap and follow-up time metrics: Critical Gp, FollowUpTim.

Capacity Module:

Table with 12 columns for capacity metrics: Cnflct Vol, Potent Cap., Move Cap.

Level Of Service Module:

Table with 12 columns for level of service metrics: Stopped Del, LOS by Move, Movement, Shared Cap., Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

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

Intersection #53 158th/Jenkins

Cycle (sec): 100 Critical Vol./Cap. (X): 0.857
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.2
Optimal Cycle: 101 Level Of Service: D

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

Volume Module:

Base Vol:	37	134	118	301	232	90	55	499	28	121	611	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	134	118	301	232	90	55	499	28	121	611	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	142	125	318	245	95	58	527	30	128	646	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	142	125	318	245	95	58	527	30	128	646	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	142	125	318	245	95	58	527	30	128	646	152

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	1.00	0.85	0.95	0.94	0.94	0.95	0.97	0.97
Lanes:	1.00	1.06	0.94	1.00	1.00	1.00	1.00	1.89	0.11	1.00	0.81	0.19
Final Sat.:	1805	1786	1572	1805	1900	1615	1805	3388	193	1805	1495	352

Capacity Analysis Module:

Vol/Sat:	0.02	0.08	0.08	0.18	0.13	0.06	0.03	0.16	0.16	0.07	0.43	0.43
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.04	0.09	0.09	0.21	0.26	0.29	0.04	0.37	0.37	0.17	0.50	0.50
Volume/Cap:	0.50	0.86	0.86	0.86	0.50	0.20	0.86	0.42	0.42	0.42	0.86	0.86
Uniform Del:	46.8	44.7	44.7	38.3	31.8	26.6	47.9	23.3	23.3	37.1	21.6	21.6
IncrementDel:	5.3	20.3	20.3	17.6	0.9	0.2	62.4	0.2	0.2	0.9	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.1	65.0	65.0	55.9	32.7	26.8	110.3	23.6	23.6	38.0	29.6	29.6
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:	52.1	65.0	65.0	55.9	32.7	26.8	110.3	23.6	23.6	38.0	29.6	29.6
DesignQueue:	2	7	6	15	10	4	3	19	1	6	20	5

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

Intersection #54 170th/Merlo

Cycle (sec): 100 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 51 Level Of Service: C

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

Volume Module:

Base Vol:	22	329	175	6	330	15	10	12	15	340	22	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:	22	329	175	6	330	15	10	12	15	340	22	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	24	361	192	7	362	16	11	13	16	373	24	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	361	192	7	362	16	11	13	16	373	24	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	24	361	192	7	362	16	11	13	16	373	24	22

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.99	0.99	0.99	0.93	0.93	0.93	0.95	0.93	0.93
Lanes:	0.04	0.63	0.33	0.02	0.94	0.04	0.27	0.33	0.40	1.00	0.52	0.48
Final Sat.:	74	1108	589	34	1760	78	487	576	709	1805	920	843

Capacity Analysis Module:

Vol/Sat:	0.33	0.33	0.33	0.21	0.21	0.21	0.02	0.02	0.02	0.21	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.04	0.04	0.04	0.33	0.33	0.33
Volume/Cap:	0.63	0.63	0.63	0.40	0.40	0.40	0.63	0.63	0.63	0.63	0.08	0.08
Uniform Del:	17.3	17.3	17.3	14.7	14.7	14.7	47.6	47.6	47.6	28.5	23.2	23.2
IncrementDel:	1.4	1.4	1.4	0.3	0.3	0.3	18.7	18.7	18.7	2.2	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:	18.8	18.8	18.8	15.0	15.0	15.0	66.3	66.3	66.3	30.7	23.3	23.3
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:	18.8	18.8	18.8	15.0	15.0	15.0	66.3	66.3	66.3	30.7	23.3	23.3
DesignQueue:	1	11	6	0	10	0	1	1	1	15	1	1

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

Intersection #56 TV Highway/Murray

Cycle (sec): 120 Critical Vol./Cap. (X): 0.999
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 65.1
Optimal Cycle: 180 Level Of Service: E

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

Volume Module: >> Count Date: 10 Nov 1999 <<

Base Vol:	316	656	101	259	742	32	112	1090	47	200	1415	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	316	656	101	259	742	32	112	1090	47	200	1415	189
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	328	680	105	269	770	0	116	1131	49	207	1468	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	680	105	269	770	0	116	1131	49	207	1468	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	328	680	105	269	770	0	116	1131	49	207	1468	196

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	1.00	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3065	473	1805	3610	1900	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.18	0.22	0.22	0.15	0.21	0.00	0.06	0.31	0.03	0.11	0.41	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.24	0.24	0.16	0.21	0.00	0.06	0.35	0.35	0.13	0.41	0.41
Volume/Cap:	1.00	0.94	0.94	0.94	1.00	0.00	1.00	0.91	0.09	0.91	1.00	0.30
Uniform Del:	49.1	44.9	44.9	49.9	47.2	0.0	56.1	37.5	26.5	51.7	35.6	24.0
IncrementDel:	49.4	17.9	17.9	36.9	32.2	0.0	83.2	9.8	0.1	35.7	23.3	0.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	98.5	62.9	62.9	86.8	79.4	0.0	139.4	47.3	26.6	87.4	58.8	24.3
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:	98.5	62.9	62.9	86.8	79.4	0.0	139.4	47.3	26.6	87.4	58.8	24.3
DesignQueue:	19	37	6	16	43	0	7	54	2	12	65	8

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

Intersection #57 Farmington/Hall

Cycle (sec): 100 Critical Vol./Cap. (X): 0.847
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 90 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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module: >> Count Date: 13 May 1999 <<

Base Vol:	248	645	75	0	0	0	103	1094	0	0	1426	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	645	75	0	0	0	103	1094	0	0	1426	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	266	692	80	0	0	0	111	1174	0	0	1530	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	692	80	0	0	0	111	1174	0	0	1530	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.:	266	692	80	0	0	0	111	1174	0	0	1530	135

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.93	0.93	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	1.00	1.79	0.21	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.84	0.16
Final Sat.:	1870	3184	368	0	0	0	1805	3610	0	0	3277	289

Capacity Analysis Module:

Vol/Sat:	0.14	0.22	0.22	0.00	0.00	0.00	0.06	0.33	0.00	0.00	0.47	0.47
Crit Moves:	****						****			****		
Green/Cycle:	0.26	0.26	0.26	0.00	0.00	0.00	0.07	0.62	0.00	0.00	0.55	0.55
Volume/Cap:	0.55	0.85	0.85	0.00	0.00	0.00	0.85	0.52	0.00	0.00	0.85	0.85
Uniform Del:	32.2	35.3	35.3	0.0	0.0	0.0	45.8	10.5	0.0	0.0	18.9	18.9
IncrementDel:	1.4	7.5	7.5	0.0	0.0	0.0	37.3	0.2	0.0	0.0	3.6	3.6
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:	33.7	42.8	42.8	0.0	0.0	0.0	83.2	10.7	0.0	0.0	22.6	22.6
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:	33.7	42.8	42.8	0.0	0.0	0.0	83.2	10.7	0.0	0.0	22.6	22.6
DesignQueue:	11	30	3	0	0	0	6	27	0	0	43	4

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

Intersection #58 Canyon/Hall

Cycle (sec): 100 Critical Vol./Cap. (X): 0.796
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 76 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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	2	0	0	0	1	0	2	0	0	1

Volume Module: >> Count Date: 28 Oct 1999 <<

Base Vol:	343	537	138	0	0	0	51	1221	0	0	1282	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	537	138	0	0	0	51	1221	0	0	1282	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	363	568	146	0	0	0	54	1291	0	0	1355	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	568	146	0	0	0	54	1291	0	0	1355	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	363	568	146	0	0	0	54	1291	0	0	1355	152

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.91	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.94	0.94
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.80	0.20
Final Sat.:	1470	3458	1615	0	0	0	1805	3610	0	0	3197	359

Capacity Analysis Module:

Vol/Sat:	0.25	0.16	0.09	0.00	0.00	0.00	0.03	0.36	0.00	0.00	0.42	0.42
Crit Moves:	****						****			****		
Green/Cycle:	0.31	0.31	0.31	0.00	0.00	0.00	0.04	0.57	0.00	0.00	0.53	0.53
Volume/Cap:	0.80	0.53	0.29	0.00	0.00	0.00	0.80	0.63	0.00	0.00	0.80	0.80
Uniform Del:	31.6	28.5	26.2	0.0	0.0	0.0	47.7	14.4	0.0	0.0	19.0	19.0
IncrementDel:	3.9	0.3	0.3	0.0	0.0	0.0	46.5	0.6	0.0	0.0	2.4	2.4
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:	35.5	28.8	26.5	0.0	0.0	0.0	94.2	15.0	0.0	0.0	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	28.8	26.5	0.0	0.0	0.0	94.2	15.0	0.0	0.0	21.4	21.4
DesignQueue:	15	23	6	0	0	0	3	34	0	0	39	4

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

Intersection #59 Walker/173rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.984
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 63.4
Optimal Cycle: 164 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	8	0	6	8	0	6	0	0	6	0	0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	103	284	67	111	219	54	46	738	89	90	715	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	284	67	111	219	54	46	738	89	90	715	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	113	312	74	122	241	59	51	811	98	99	786	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	312	74	122	241	59	51	811	98	99	786	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	113	312	74	122	241	59	51	811	98	99	786	177

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.97	0.95	0.97	0.97	0.95	0.98	0.98	0.95	0.97	0.97
Lanes:	1.00	0.81	0.19	1.00	0.80	0.20	1.00	0.89	0.11	1.00	0.82	0.18
Final Sat.:	1805	1491	354	1805	1481	362	1805	1668	202	1805	1507	339

Capacity Analysis Module:

Vol/Sat:	0.06	0.21	0.21	0.07	0.16	0.16	0.03	0.49	0.49	0.05	0.52	0.52
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.20	0.20	0.07	0.20	0.20	0.06	0.51	0.51	0.06	0.51	0.51
Volume/Cap:	0.83	1.02	1.02	1.02	0.83	0.83	0.47	0.95	0.95	0.91	1.02	1.02
Uniform Del:	45.6	39.8	39.8	46.7	38.7	38.7	45.5	23.4	23.4	46.7	24.5	24.5
IncrementDel:	33.6	52.4	52.4	88.8	15.2	15.2	3.2	19.0	19.0	59.9	35.4	35.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.2	92.2	92.2	135.5	53.9	53.9	48.7	42.4	42.4	106.6	59.9	59.9
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:	79.2	92.2	92.2	135.5	53.9	53.9	48.7	42.4	42.4	106.6	59.9	59.9
DesignQueue:	6	15	3	6	11	3	3	25	3	5	25	6

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

Intersection #60 170th/Baseline

Cycle (sec): 90 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 46 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	299	12	66	4	10	19	21	585	209	77	951	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	12	66	4	10	19	21	585	209	77	951	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	309	12	68	4	10	20	22	604	216	79	981	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	12	68	4	10	20	22	604	216	79	981	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	309	12	68	4	10	20	22	604	216	79	981	4

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.87	0.87	0.70	0.90	0.90	0.95	0.91	0.91	0.95	0.95	0.95
Lanes:	1.00	0.15	0.85	1.00	0.33	0.67	1.00	1.47	0.53	1.00	1.99	0.01
Final Sat.:	1412	249	1410	1338	570	1140	1805	2555	914	1805	3592	15

Capacity Analysis Module:

Vol/Sat:	0.22	0.05	0.05	0.00	0.02	0.02	0.01	0.24	0.24	0.04	0.27	0.27
Crit Moves:	****						****			****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.02	0.41	0.41	0.08	0.47	0.47
Volume/Cap:	0.58	0.13	0.13	0.01	0.05	0.05	0.58	0.57	0.57	0.57	0.58	0.58
Uniform Del:	22.4	18.4	18.4	17.6	17.8	17.8	43.7	20.2	20.2	40.1	17.4	17.4
IncrementDel:	1.6	0.1	0.1	0.0	0.0	0.0	20.9	0.6	0.6	5.6	0.5	0.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.1	18.5	18.5	17.6	17.9	17.9	64.6	20.8	20.8	45.7	17.9	17.9
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:	24.1	18.5	18.5	17.6	17.9	17.9	64.6	20.8	20.8	45.7	17.9	17.9
DesignQueue:	10	0	2	0	0	1	1	19	7	4	28	0

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

Intersection #64 Cornell/173rd

Cycle (sec): 110 Critical Vol./Cap. (X): 0.933
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 43.5
Optimal Cycle: 140 Level Of Service: D

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

Volume Module:

Base Vol:	337	10	156	26	15	23	14	753	283	267	712	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	10	156	26	15	23	14	753	283	267	712	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	357	11	165	28	16	24	15	798	300	283	754	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	11	165	28	16	24	15	798	300	283	754	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	357	11	165	28	16	24	15	798	300	283	754	22

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.91	0.91	0.95	1.00	0.85	0.95	1.00	1.00
Lanes:	1.00	0.06	0.94	1.00	0.40	0.60	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	1805	102	1530	1805	692	1037	1805	1900	1615	1805	1839	54

Capacity Analysis Module:

Vol/Sat:	0.20	0.11	0.11	0.02	0.02	0.02	0.01	0.42	0.19	0.16	0.41	0.41
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.21	0.21	0.03	0.02	0.02	0.01	0.45	0.45	0.17	0.61	0.61
Volume/Cap:	0.93	0.52	0.52	0.52	0.93	0.93	0.68	0.93	0.41	0.93	0.68	0.68
Uniform Del:	42.6	38.8	38.8	52.6	53.5	53.5	54.1	28.7	20.4	45.2	14.5	14.5
IncrementDel:	29.7	1.5	1.5	8.9	111	111.5	60.5	16.9	0.4	34.6	1.6	1.6
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:	72.2	40.2	40.2	61.5	165	165.0	114.6	45.6	20.8	79.7	16.1	16.1
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:	72.2	40.2	40.2	61.5	165	165.0	114.6	45.6	20.8	79.7	16.1	16.1
DesignQueue:	18	1	8	2	1	1	1	30	11	15	20	1

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

Intersection #66 Scholls Ferry/Cascade

Cycle (sec): 100 Critical Vol./Cap. (X): 0.762
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.8
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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	2

Volume Module: >> Count Date: 20 May 1999 <<

Base Vol:	213	86	102	71	103	74	31	1630	238	114	1501	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	86	102	71	103	74	31	1630	238	114	1501	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	224	90	107	75	108	78	33	1714	250	120	1578	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	90	107	75	108	78	33	1714	250	120	1578	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	224	90	107	75	108	78	33	1714	250	120	1578	48

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.92	0.92	0.52	0.94	0.94	0.95	0.89	0.89	0.95	0.95	0.85
Lanes:	1.00	0.46	0.54	1.00	0.58	0.42	1.00	2.62	0.38	1.00	2.00	1.00
Final Sat.:	1026	798	948	992	1034	747	1805	4441	648	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.22	0.11	0.11	0.08	0.10	0.10	0.02	0.39	0.39	0.07	0.44	0.03
Crit Moves:	****						****			****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.02	0.51	0.51	0.09	0.57	0.57
Volume/Cap:	0.76	0.39	0.39	0.26	0.36	0.36	0.77	0.76	0.76	0.76	0.77	0.05
Uniform Del:	32.6	28.7	28.7	27.5	28.4	28.4	48.5	19.8	19.8	44.6	16.4	9.5
IncrementDel:	11.2	0.5	0.5	0.5	0.4	0.4	56.7	1.4	1.4	19.5	1.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.7	29.2	29.2	28.0	28.9	28.9	105.3	21.2	21.2	64.1	18.2	9.6
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:	43.7	29.2	29.2	28.0	28.9	28.9	105.3	21.2	21.2	64.1	18.2	9.6
DesignQueue:	9	4	4	3	4	3	2	52	8	6	42	1

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

Intersection #72 Canyon/Watson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 56 Level Of Service: B

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

Volume Module: >> Count Date: 7 Aug 1996 <<

Base Vol:	0	0	0	156	345	45	0	1282	104	110	1358	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	156	345	45	0	1282	104	110	1358	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	166	367	48	0	1362	111	117	1443	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	166	367	48	0	1362	111	117	1443	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	166	367	48	0	1362	111	117	1443	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	0.93	0.93	0.93	1.00	0.94	0.94	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	1.00	1.77	0.23	0.00	1.85	0.15	1.00	2.00	0.00
Final Sat.:	0	0	0	1762	3116	408	0	3301	269	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.09	0.12	0.12	0.00	0.41	0.41	0.06	0.40	0.00
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.17	0.17	0.00	0.61	0.61	0.10	0.71	0.00
Volume/Cap:	0.00	0.00	0.00	0.54	0.68	0.68	0.00	0.68	0.68	0.68	0.57	0.00
Uniform Del:	0.0	0.0	0.0	37.7	38.7	38.7	0.0	12.9	12.9	43.7	7.2	0.0
IncrementDel:	0.0	0.0	0.0	0.6	2.2	2.2	0.0	0.9	0.9	10.2	0.3	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	38.2	40.8	40.8	0.0	13.8	13.8	53.9	7.5	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	38.2	40.8	40.8	0.0	13.8	13.8	53.9	7.5	0.0
DesignQueue:	0	0	0	8	17	2	0	33	3	6	26	0

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

Intersection #73 Farmington/Watson

Cycle (sec): 100 Critical Vol./Cap. (X): 0.770
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 71 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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	1	1	0	0

Volume Module: >> Count Date: 13 May 1999 <<
 Base Vol: 0 0 0 119 505 116 0 1022 266 106 1539 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 0 119 505 116 0 1022 266 106 1539 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 0 0 0 126 533 122 0 1079 281 112 1625 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 126 533 122 0 1079 281 112 1625 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 0 126 533 122 0 1079 281 112 1625 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 1.00 0.92 0.92 0.95 0.95 1.00
 Lanes: 0.00 0.00 0.00 0.32 1.37 0.31 0.00 1.59 0.41 1.00 2.00 0.00
 Final Sat.: 0 0 0 556 2352 538 0 2775 723 1805 3610 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.23 0.23 0.23 0.00 0.39 0.39 0.06 0.45 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.29 0.29 0.29 0.00 0.51 0.51 0.08 0.59 0.00
 Volume/Cap: 0.00 0.00 0.00 0.77 0.77 0.77 0.00 0.77 0.77 0.77 0.77 0.00
 Uniform Del: 0.0 0.0 0.0 32.2 32.2 32.2 0.0 20.0 20.0 45.1 15.6 0.0
 IncremntDel: 0.0 0.0 0.0 3.7 3.7 3.7 0.0 2.1 2.1 21.8 1.8 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 35.8 35.8 35.8 0.0 22.2 22.2 66.9 17.4 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 35.8 35.8 35.8 0.0 22.2 22.2 66.9 17.4 0.0
 DesignQueue: 0 0 0 5 22 5 0 33 9 6 42 0

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

Intersection #76 Scholls Ferry/Denney

Cycle (sec): 100 Critical Vol./Cap. (X): 0.754
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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	1	0

Volume Module:
 Base Vol: 103 643 2 5 653 367 214 3 79 2 1 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 103 643 2 5 653 367 214 3 79 2 1 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
 PHF Volume: 112 700 2 5 711 400 233 3 86 2 1 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 112 700 2 5 711 400 233 3 86 2 1 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.: 112 700 2 5 711 400 233 3 86 2 1 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 1.00 1.00 0.95 1.00 0.85 0.75 0.75 0.75 0.90 0.90 1.00
 Lanes: 1.00 0.99 0.01 1.00 1.00 1.00 0.72 0.01 0.27 0.67 0.33 0.00
 Final Sat.: 1805 1895 5 1805 1900 1615 1024 13 378 1137 569 0

Capacity Analysis Module:
 Vol/Sat: 0.06 0.37 0.37 0.00 0.37 0.25 0.23 0.23 0.23 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.08 0.57 0.57 0.00 0.50 0.50 0.30 0.30 0.30 0.30 0.30 0.00
 Volume/Cap: 0.75 0.64 0.64 0.64 0.75 0.50 0.75 0.75 0.75 0.01 0.01 0.00
 Uniform Del: 44.9 14.4 14.4 49.7 20.3 16.9 31.6 31.6 31.6 24.4 24.4 0.0
 IncremntDel: 19.5 1.3 1.3 111.1 3.5 0.5 7.5 7.5 7.5 0.0 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 0.00
 Delay/Veh: 64.4 15.7 15.7 160.8 23.8 17.4 39.0 39.0 39.0 24.4 24.4 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 64.4 15.7 15.7 160.8 23.8 17.4 39.0 39.0 39.0 24.4 24.4 0.0
 DesignQueue: 6 18 0 0 22 12 9 0 3 0 0 0

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

Intersection #77 Farmington/Hocken

Cycle (sec): 100 Critical Vol./Cap. (X): 0.844
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: 88 Level Of Service: C

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

Volume Module: >> Count Date: 11 Jan 2000 <<

Base Vol:	0	0	0	385	0	183	60	764	0	0	1340	312
Growth Adj:	1.00	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	385	0	183	60	764	0	0	1340	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	398	0	189	62	789	0	0	1384	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	398	0	189	62	789	0	0	1384	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	398	0	189	62	789	0	0	1384	322

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	0.95	0.95	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.51	0.00	0.49	1.00	2.00	0.00	0.00	1.62	0.38
Final Sat.:	0	0	0	2646	0	852	1805	3610	0	0	2847	662

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.22	0.03	0.22	0.00	0.00	0.49	0.49
Crit Moves:	****			****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.04	0.62	0.00	0.00	0.58	0.58
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.84	0.84	0.35	0.00	0.00	0.84	0.84
Uniform Del:	0.0	0.0	0.0	32.0	0.0	34.9	47.6	9.4	0.0	0.0	17.5	17.5
IncrementDel:	0.0	0.0	0.0	0.8	0.0	9.2	55.4	0.1	0.0	0.0	3.4	3.4
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	32.8	0.0	44.2	103.1	9.5	0.0	0.0	20.9	20.9
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:	0.0	0.0	0.0	32.8	0.0	44.2	103.1	9.5	0.0	0.0	20.9	20.9
DesignQueue:	0	0	0	17	0	8	3	18	0	0	37	9

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

Intersection #78 TV Highway/Hocken

Cycle (sec): 100 Critical Vol./Cap. (X): 0.896
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 38.3
Optimal Cycle: 115 Level Of Service: D

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

Volume Module: >> Count Date: 14 Dec 1999 <<

Base Vol:	190	115	22	190	309	121	100	1167	249	72	1435	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	115	22	190	309	121	100	1167	249	72	1435	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	196	118	23	196	318	125	103	1202	256	74	1478	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	118	23	196	318	125	103	1202	256	74	1478	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	196	118	23	196	318	125	103	1202	256	74	1478	32

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.95	0.95
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	1.00	1.65	0.35	1.00	1.96	0.04
Final Sat.:	1805	1552	302	1805	1900	1615	1805	2899	617	1805	3523	76

Capacity Analysis Module:

Vol/Sat:	0.11	0.08	0.08	0.11	0.17	0.08	0.06	0.41	0.41	0.04	0.42	0.42
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.13	0.13	0.18	0.19	0.25	0.06	0.48	0.48	0.05	0.47	0.47
Volume/Cap:	0.90	0.60	0.60	0.60	0.90	0.31	0.90	0.86	0.86	0.86	0.90	0.90
Uniform Del:	43.3	41.3	41.3	37.6	39.7	30.4	46.5	22.7	22.7	47.3	24.4	24.4
IncrementDel:	34.1	4.2	4.2	3.1	24.0	0.4	52.8	4.5	4.5	52.7	6.7	6.7
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:	77.5	45.5	45.5	40.7	63.7	30.9	99.3	27.3	27.3	100.0	31.1	31.1
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:	77.5	45.5	45.5	40.7	63.7	30.9	99.3	27.3	27.3	100.0	31.1	31.1
DesignQueue:	10	6	1	9	15	5	5	38	8	4	49	1

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

Intersection #81 158th/Blueridge

Cycle (sec): 100 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.3
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
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	86	980	64	33	929	45	44	5	33	332	9	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	980	64	33	929	45	44	5	33	332	9	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	91	1043	68	35	988	48	47	5	35	353	10	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1043	68	35	988	48	47	5	35	353	10	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	91	1043	68	35	988	48	47	5	35	353	10	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.69	0.69	0.69	0.67	0.67	0.85
Lanes:	1.00	2.00	1.00	1.00	1.91	0.09	0.54	0.06	0.40	0.97	0.03	1.00
Final Sat.:	1805	3610	1615	1805	3419	166	705	75	525	1245	35	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.29	0.04	0.02	0.29	0.29	0.07	0.07	0.07	0.28	0.28	0.04
Crit Moves:	****			****						****		
Green/Cycle:	0.07	0.45	0.45	0.03	0.41	0.41	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.71	0.64	0.09	0.64	0.71	0.71	0.17	0.17	0.17	0.71	0.71	0.09
Uniform Del:	45.4	21.3	15.8	48.0	24.6	24.6	19.3	19.3	19.3	25.1	25.1	18.7
IncrementDel:	16.6	0.9	0.1	23.3	1.6	1.6	0.2	0.2	0.2	4.5	4.5	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:	62.0	22.2	15.9	71.3	26.2	26.2	19.4	19.4	19.4	29.6	29.6	18.7
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:	62.0	22.2	15.9	71.3	26.2	26.2	19.4	19.4	19.4	29.6	29.6	18.7
DesignQueue:	5	34	2	2	35	2	2	0	1	12	0	2

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

Intersection #83 158th/Jay

Cycle (sec): 100 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.4
Optimal Cycle: 73 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:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	2	348	9	101	557	45	92	13	33	136	104	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	348	9	101	557	45	92	13	33	136	104	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	2	375	10	109	600	48	99	14	36	147	112	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	375	10	109	600	48	99	14	36	147	112	550
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	2	375	10	109	600	48	99	14	36	147	112	550

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.95	0.95	0.58	0.99	0.99	0.65	0.65	0.65	0.75	0.75	0.85
Lanes:	1.00	1.95	0.05	1.00	0.93	0.07	0.67	0.09	0.24	0.57	0.43	1.00
Final Sat.:	276	3502	93	1095	1740	139	822	116	299	806	614	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.11	0.10	0.34	0.34	0.12	0.12	0.12	0.18	0.18	0.34
Crit Moves:	****			****						****		
Green/Cycle:	0.28	0.28	0.28	0.48	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.03	0.38	0.38	0.21	0.78	0.78	0.28	0.28	0.28	0.42	0.42	0.78
Uniform Del:	29.6	28.7	28.7	14.6	23.8	23.8	18.0	18.0	18.0	19.4	19.4	24.1
IncrementDel:	0.1	0.2	0.2	0.2	4.8	4.8	0.3	0.3	0.3	0.5	0.5	5.6
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:	29.7	29.0	29.0	14.8	28.5	28.5	18.3	18.3	18.3	19.9	19.9	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:	29.7	29.0	29.0	14.8	28.5	28.5	18.3	18.3	18.3	19.9	19.9	29.7
DesignQueue:	0	15	0	5	20	2	3	0	1	5	4	19

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

Intersection #85 TV Highway/160th

Cycle (sec): 120 Critical Vol./Cap. (X): 0.974
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 49.6
Optimal Cycle: 180 Level Of Service: D

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

Volume Module: >> Count Date: 16 Nov 1900 <<

Base Vol:	82	89	88	30	341	368	66	1306	197	252	1825	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	89	88	30	341	368	66	1306	197	252	1825	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	85	92	91	31	353	381	68	1352	204	261	1889	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	92	91	31	353	381	68	1352	204	261	1889	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.:	85	92	91	31	353	381	68	1352	204	261	1889	14

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.01	0.99	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1679	1661	1805	1900	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.05	0.02	0.19	0.24	0.04	0.37	0.13	0.14	0.52	0.01
Crit Moves:	****			****		****	****			****		
Green/Cycle:	0.05	0.22	0.22	0.07	0.24	0.24	0.04	0.42	0.46	0.16	0.54	0.61
Volume/Cap:	0.97	0.25	0.25	0.25	0.77	0.97	0.97	0.90	0.27	0.90	0.97	0.01
Uniform Del:	57.0	38.5	38.5	52.9	42.3	45.1	57.6	32.8	19.7	49.4	26.9	9.4
IncrementDel:	87.3	0.2	0.2	1.0	7.6	38.4	98.3	7.8	0.2	28.9	14.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	144.4	38.7	38.7	53.9	49.9	83.5	155.9	40.6	19.9	78.4	41.6	9.4
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:	144.4	38.7	38.7	53.9	49.9	83.5	155.9	40.6	19.9	78.4	41.6	9.4
DesignQueue:	5	5	5	2	19	20	4	58	8	15	67	0

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

Intersection #87 Hart/155th

Cycle (sec): 110 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 59 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	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module: >> Count Date: 6 Oct 1999 <<

Base Vol:	110	30	76	15	79	21	7	365	129	125	698	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:	110	30	76	15	79	21	7	365	129	125	698	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	114	31	79	16	82	22	7	378	134	130	723	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	31	79	16	82	22	7	378	134	130	723	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.:	114	31	79	16	82	22	7	378	134	130	723	10

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	0.68	0.93	0.93	0.93	0.96	0.96	0.96	0.85	0.85	0.85
Lanes:	0.51	0.14	0.35	0.13	0.69	0.18	0.01	0.73	0.26	0.15	0.84	0.01
Final Sat.:	658	179	456	236	1208	324	24	1322	469	242	1347	19

Capacity Analysis Module:

Vol/Sat:	0.17	0.17	0.17	0.07	0.07	0.07	0.29	0.29	0.29	0.54	0.54	0.54
Crit Moves:	****			****			****			****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.77	0.77	0.77	0.30	0.30	0.30	0.41	0.41	0.41	0.77	0.77	0.77
Uniform Del:	39.8	39.8	39.8	35.3	35.3	35.3	6.9	6.9	6.9	10.6	10.6	10.6
IncrementDel:	11.5	11.5	11.5	0.4	0.4	0.4	0.2	0.2	0.2	3.2	3.2	3.2
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:	51.3	51.3	51.3	35.8	35.8	35.8	7.1	7.1	7.1	13.8	13.8	13.8
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:	51.3	51.3	51.3	35.8	35.8	35.8	7.1	7.1	7.1	13.8	13.8	13.8
DesignQueue:	6	2	4	1	4	1	0	7	3	3	15	0

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

Intersection #88 Murray/Hart

Cycle (sec): 120 Critical Vol./Cap. (X): 0.855
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 37.2
Optimal Cycle: 110 Level Of Service: D

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 11 columns: Volume Module, Count, Date, and 10 lanes. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 11 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 lanes.

Table with 11 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and DesignQueue.

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

Intersection #89 Murray/Scholls Ferry

Cycle (sec): 120 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 32.0
Optimal Cycle: 72 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 11 columns: Volume Module, Count, Date, and 10 lanes. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 11 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 lanes.

Table with 11 columns: Capacity Analysis Module, Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and DesignQueue.

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

 Intersection #90 Scholls Ferry/Davies

Average Delay (sec/veh): 1421.8 Worst Case Level Of Service: F

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Include	Include	Include	Include
Lanes:	0 0 1! 0 0	1 0 0 1 0	1 0 1 1 0	0 1 1 0 1

Volume Module: >> Count Date: 16 Dec 1999 <<

	7	1	19	75	6	26	29	1122	27	31	1419	149
Base Vol:	7	1	19	75	6	26	29	1122	27	31	1419	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:	7	1	19	75	6	26	29	1122	27	31	1419	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	8	1	20	81	6	28	31	1208	29	33	1527	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	8	1	20	81	6	28	31	1208	29	33	1527	160

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	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:

Cnflct Vol:	2118	3039	618	2261	2893	764	1688	xxxx	xxxxx	1237	xxxx	xxxxx
Potent Cap.:	29	13	437	23	16	351	384	xxxx	xxxxx	570	xxxx	xxxxx
Move Cap.:	16	11	437	18	14	351	384	xxxx	xxxxx	570	xxxx	xxxxx

Level Of Service Module:

Stopped Del:	xxxxx	xxxx	xxxxx	1980	xxxx	xxxxx	15.2	xxxx	xxxxx	11.3	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	C	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	47	xxxxx	xxxx	xxxx	64	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	168	xxxxx	xxxxx	xxxx	114.4	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	F	*	*	*	B	*	*
ApproachDel:	167.6			1421.8			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

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

 Intersection #91 Scholls Ferry/Barrows

Cycle (sec): 120 Critical Vol./Cap. (X): 0.686
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
 Optimal Cycle: 60 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:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 1 0	1 0 2 0 0

Volume Module: >> Count Date: 7 Dec 1999 <<

	97	0	191	0	0	0	0	1096	108	308	1443	0
Base Vol:	97	0	191	0	0	0	0	1096	108	308	1443	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:	97	0	191	0	0	0	0	1096	108	308	1443	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	107	0	210	0	0	0	0	1204	119	338	1586	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	210	0	0	0	0	1204	119	338	1586	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.:	107	0	210	0	0	0	0	1204	119	338	1586	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.94	0.94	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.82	0.18	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3243	320	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.13	0.00	0.00	0.00	0.00	0.37	0.37	0.19	0.44	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.09	0.00	0.36	0.00	0.00	0.00	0.00	0.54	0.54	0.27	0.81	0.00
Volume/Cap:	0.69	0.00	0.36	0.00	0.00	0.00	0.00	0.69	0.69	0.69	0.54	0.00
Uniform Del:	53.2	0.0	28.3	0.0	0.0	0.0	0.0	20.1	20.1	39.0	3.7	0.0
IncrementDel:	12.1	0.0	0.4	0.0	0.0	0.0	0.0	1.1	1.1	4.0	0.2	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	65.3	0.0	28.7	0.0	0.0	0.0	0.0	21.2	21.2	43.1	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.3	0.0	28.7	0.0	0.0	0.0	0.0	21.2	21.2	43.1	3.9	0.0
DesignQueue:	7	0	9	0	0	0	0	41	4	17	22	0

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

Intersection #92 Scholls Ferry/135th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 59 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	1	0	0	0	1	1	0	1	1	0	2

Volume Module: >> Count Date: 7 Dec 1999 <<

Base Vol:	147	10	123	3	5	17	10	1037	177	198	1475	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:	147	10	123	3	5	17	10	1037	177	198	1475	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	158	11	132	3	5	18	11	1114	190	213	1584	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	11	132	3	5	18	11	1114	190	213	1584	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	158	11	132	3	5	18	11	1114	190	213	1584	11

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.85	0.88	0.88	0.88	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	0.93	0.07	1.00	0.12	0.19	0.69	1.00	1.71	0.29	1.00	2.00	1.00
Final Sat.:	1258	88	1615	193	322	1160	1805	3016	514	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.08	0.02	0.02	0.02	0.01	0.37	0.37	0.12	0.44	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.01	0.53	0.53	0.17	0.69	0.69
Volume/Cap:	0.70	0.70	0.45	0.09	0.09	0.09	0.64	0.70	0.70	0.70	0.64	0.01
Uniform Del:	38.4	38.4	36.6	34.1	34.1	34.1	49.3	17.5	17.5	39.1	8.6	4.8
IncrementDel:	8.6	8.6	1.1	0.1	0.1	0.1	58.5	1.2	1.2	6.9	0.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.0	47.0	37.7	34.2	34.2	34.2	107.9	18.7	18.7	46.0	9.1	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	47.0	37.7	34.2	34.2	34.2	107.9	18.7	18.7	46.0	9.1	4.8
DesignQueue:	7	1	6	0	0	1	1	32	5	10	31	0

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

Intersection #93 Scholls Ferry/125th

Cycle (sec): 120 Critical Vol./Cap. (X): 0.916
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 41.6
Optimal Cycle: 138 Level Of Service: D

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

Volume Module: >> Count Date: 7 Dec 1999 <<

Base Vol:	230	149	78	184	74	174	81	1072	63	98	1640	111
Growth Adj:	1.00	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	149	78	184	74	174	81	1072	63	98	1640	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	236	153	80	189	76	179	83	1102	65	101	1686	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	153	80	189	76	179	83	1102	65	101	1686	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	236	153	80	189	76	179	83	1102	65	101	1686	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.90	0.90	0.95	0.94	0.94	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	0.30	0.70	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	507	1194	1805	3382	199	1805	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.13	0.08	0.05	0.10	0.15	0.15	0.05	0.33	0.33	0.06	0.47	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.13	0.13	0.17	0.16	0.16	0.05	0.48	0.48	0.08	0.51	0.51
Volume/Cap:	0.92	0.60	0.37	0.60	0.92	0.92	0.92	0.68	0.68	0.68	0.92	0.14
Uniform Del:	50.7	49.0	47.4	45.8	49.4	49.4	56.7	24.2	24.2	53.5	27.0	15.5
IncrementDel:	34.4	4.1	1.1	3.3	32.7	32.7	67.3	1.1	1.1	12.2	7.7	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:	85.2	53.1	48.5	49.1	82.0	82.0	124.1	25.4	25.4	65.8	34.7	15.6
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:	85.2	53.1	48.5	49.1	82.0	82.0	124.1	25.4	25.4	65.8	34.7	15.6
DesignQueue:	14	9	5	11	4	10	5	42	2	6	62	4

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

Intersection #94 Scholls Ferry/121st

Cycle (sec): 140 Critical Vol./Cap. (X): 0.961
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 40.4
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	0	0	0	1	1	0	2	0	1	0

Volume Module:	>>	Count	Date:	7 Dec 1999 <<											
Base Vol:	271	32	141	15	11	3	12	969	335	282	2066	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	1.00	1.00	1.00
Initial Bse:	271	32	141	15	11	3	12	969	335	282	2066	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	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	297	35	155	16	12	3	13	1062	367	309	2265	7			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	35	155	16	12	3	13	1062	367	309	2265	7			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	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.:	297	35	155	16	12	3	13	1062	367	309	2265	7			

Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.85	0.71	0.71	0.71	0.95	0.95	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	0.89	0.11	1.00	0.51	0.39	0.10	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1215	143	1615	692	519	130	1805	3610	1615	1805	3610	1615	1805	3610	1615

Capacity Analysis Module:															
Vol/Sat:	0.24	0.24	0.10	0.02	0.02	0.02	0.01	0.29	0.23	0.17	0.63	0.00			
Crit Moves:	****			****			****			****					
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.01	0.42	0.42	0.24	0.65	0.65			
Volume/Cap:	0.96	0.96	0.38	0.09	0.09	0.09	0.96	0.71	0.54	0.71	0.96	0.01			
Uniform Del:	51.5	51.5	43.1	39.9	39.9	39.9	69.5	33.7	30.8	48.4	22.7	8.5			
IncrementDel:	38.1	38.1	0.6	0.1	0.1	0.1	223.9	1.5	0.9	5.2	11.0	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			
Delay/Veh:	89.7	89.7	43.7	40.0	40.0	40.0	293.4	35.2	31.7	53.6	33.6	8.5			
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:	89.7	89.7	43.7	40.0	40.0	40.0	293.4	35.2	31.7	53.6	33.6	8.5			
DesignQueue:	18	2	9	1	1	0	1	52	18	19	73	0			

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

Intersection #95 Scholls Ferry/Conestoga

Cycle (sec): 120 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 75 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	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	1

Volume Module:	>>	Count	Date:	7 Dec 1999 <<											
Base Vol:	0	0	0	106	0	23	38	1106	0	0	1870	206			
Growth Adj:	1.00	1.00	1.00	1.00	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	106	0	23	38	1106	0	0	1870	206			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	110	0	24	40	1150	0	0	1944	214			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	24	40	1150	0	0	1944	214			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	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	110	0	24	40	1150	0	0	1944	214			

Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.95	1.00	1.00	0.95	0.85	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	3610	0	0	3610	1615			

Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.01	0.02	0.32	0.00	0.00	0.54	0.13			
Crit Moves:	****			****			****			****					
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.08	0.03	0.78	0.00	0.00	0.75	0.75			
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.17	0.72	0.41	0.00	0.00	0.72	0.18			
Uniform Del:	0.0	0.0	0.0	53.5	0.0	51.0	57.6	4.2	0.0	0.0	8.1	4.3			
IncrementDel:	0.0	0.0	0.0	15.0	0.0	0.6	36.0	0.1	0.0	0.0	0.9	0.1			
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00			
Delay/Veh:	0.0	0.0	0.0	68.5	0.0	51.6	93.6	4.3	0.0	0.0	9.0	4.4			
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:	0.0	0.0	0.0	68.5	0.0	51.6	93.6	4.3	0.0	0.0	9.0	4.4			
DesignQueue:	0	0	0	7	0	1	3	18	0	0	37	4			

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

Intersection #102 Scholls Ferry/Laurelwood

Average Delay (sec/veh): 239.6 Worst Case Level Of Service: F

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L-T-R). Rows include Control, Rights, and Lanes.

Volume Module: >> Count Date: 15 Nov 1900 <<. Table with 12 columns for volume counts and 12 rows for various metrics like Base Vol, Growth Adj, etc.

Critical Gap Module: Table with 4 columns for approach movements and 4 rows for Critical Gap, FollowUpTim, etc.

Capacity Module: Table with 4 columns for approach movements and 4 rows for Conflict Vol, Potent Cap., Move Cap., etc.

Level of Service Module: Table with 4 columns for approach movements and 4 rows for Stopped Del, LOS by Move, Movement, Shared Cap., etc.

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

Intersection #103 Canyon/Lombard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 64 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L-T-R). Rows include Control, Rights, and Lanes.

Volume Module: >> Count Date: 21 Oct 1999 <<. Table with 12 columns for volume counts and 12 rows for various metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for approach movements and 4 rows for Sat/Lane, Adjustment, Lanes, Final Sat., etc.

Capacity Analysis Module: Table with 12 columns for approach movements and 12 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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

Intersection #105 Canyon/117th

Cycle (sec): 100 Critical Vol./Cap. (X): 0.658
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 64 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow categories. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 traffic flow categories.

Table with 12 columns: Capacity Analysis Module metrics for 10 traffic flow categories, including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and DesignQueue.

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

Intersection #114 ORE 217 SB Ramp/Canyon

Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 55 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Table with 12 columns: Volume Module, Count, Date, and 10 traffic flow categories. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with 12 columns: Sat/Lane, Adjustment, Lanes, and Final Sat. for 10 traffic flow categories.

Table with 12 columns: Capacity Analysis Module metrics for 10 traffic flow categories, including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, and DesignQueue.

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

Intersection #115 ORE 217 NB Ramp/Canyon

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.9
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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	0	0	1	0	2	0	0	2

Volume Module:	>>	Count	Date:	22 Apr 1999	<<
Base Vol:	500	418	330	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	418	330	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97
PHF Volume:	518	433	342	0	0
Reduct Vol:	0	0	0	0	0
Reduced Vol:	518	433	342	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00
Final Vol.:	518	433	342	0	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.85	1.00	1.00	1.00	0.95	0.95	1.00	
Lanes:	1.63	1.37	1.00	0.00	0.00	0.00	1.00	2.00	0.00	
Final Sat.:	2507	2096	1615	0	0	0	1805	3610	0	

Capacity Analysis Module:	Vol/Sat:	0.21	0.21	0.21	0.00	0.00	0.00	0.10	0.26	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	
Green/Cycle:	0.32	0.32	0.32	0.00	0.00	0.00	0.15	0.56	0.00	
Volume/Cap:	0.65	0.65	0.66	0.00	0.00	0.00	0.66	0.47	0.00	
Uniform Del:	29.2	29.2	29.4	0.0	0.0	0.0	39.8	13.1	0.0	
IncrementDel:	1.0	1.0	3.2	0.0	0.0	0.0	5.9	0.2	0.0	
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	
Delay/Veh:	30.2	30.2	32.6	0.0	0.0	0.0	45.7	13.2	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	30.2	30.2	32.6	0.0	0.0	0.0	45.7	13.2	0.0	
DesignQueue:	20	17	14	0	0	0	9	25	0	

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

Intersection #116 ORE 217 SB Ramp/Farmington

Cycle (sec): 100 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 64 Level Of Service: C

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

Volume Module:	>>	Count	Date:	13 Apr 1999	<<
Base Vol:	0	0	0	307	437
Growth Adj:	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	307	437
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	0	0	314	447
Reduct Vol:	0	0	0	0	0
Reduced Vol:	0	0	0	314	447
PCE Adj:	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	314	447

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.81	0.95	0.85	1.00	0.95	0.85	
Lanes:	0.00	0.00	0.00	0.90	1.10	1.00	0.00	2.00	1.00	
Final Sat.:	0	0	0	1388	1977	1615	0	3610	1615	

Capacity Analysis Module:	Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.17	0.00	0.30	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	
Green/Cycle:	0.00	0.00	0.00	0.31	0.31	0.31	0.00	0.41	0.41	
Volume/Cap:	0.00	0.00	0.00	0.73	0.73	0.55	0.00	0.73	0.56	
Uniform Del:	0.0	0.0	0.0	30.7	30.7	28.6	0.0	24.9	22.7	
IncrementDel:	0.0	0.0	0.0	2.6	2.6	1.3	0.0	1.9	1.1	
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0	33.3	33.3	29.9	0.0	26.7	23.8	
User DelAdj:	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	33.3	33.3	29.9	0.0	26.7	23.8	
DesignQueue:	0	0	0	13	18	11	0	38	13	

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

 Intersection #117 ORE 217 NB Ramp/Farmington

Cycle (sec): 100 Critical Vol./Cap. (X): 0.938
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.9
 Optimal Cycle: 131 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:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	1	0	2	0	0	2

Volume Module: >> Count Date: 22 Apr 1999 <<

Base Vol:	509	625	283	0	0	0	214	1040	0	0	1149	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	509	625	283	0	0	0	214	1040	0	0	1149	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	559	686	311	0	0	0	235	1142	0	0	1261	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	686	311	0	0	0	235	1142	0	0	1261	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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.:	559	686	311	0	0	0	235	1142	0	0	1261	360

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.95	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.85
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1615	3610	1615	0	0	0	1805	3610	0	0	3610	1615

Capacity Analysis Module:

Vol/Sat:	0.35	0.19	0.19	0.00	0.00	0.00	0.13	0.32	0.00	0.00	0.35	0.22
Crit Moves:	****						****			****		
Green/Cycle:	0.37	0.37	0.37	0.00	0.00	0.00	0.14	0.51	0.00	0.00	0.37	0.37
Volume/Cap:	0.94	0.52	0.52	0.00	0.00	0.00	0.94	0.62	0.00	0.00	0.94	0.60
Uniform Del:	30.5	24.6	24.7	0.0	0.0	0.0	42.6	17.5	0.0	0.0	30.3	25.4
IncrementDel:	22.7	0.3	0.8	0.0	0.0	0.0	40.2	0.6	0.0	0.0	12.6	1.7
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:	53.2	24.9	25.5	0.0	0.0	0.0	82.8	18.1	0.0	0.0	42.9	27.0
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:	53.2	24.9	25.5	0.0	0.0	0.0	82.8	18.1	0.0	0.0	42.9	27.0
DesignQueue:	21	25	11	0	0	0	12	34	0	0	48	13

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

 Intersection #118 ORE 217 SB Ramp/Allen

Cycle (sec): 100 Critical Vol./Cap. (X): 0.877
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.2
 Optimal Cycle: 100 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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1	0	0	1	0

Volume Module: >> Count Date: 21 Apr 1999 <<

Base Vol:	0	0	0	327	1	403	0	627	251	405	908	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	327	1	403	0	627	251	405	908	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	347	1	427	0	665	266	429	963	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	347	1	427	0	665	266	429	963	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	347	1	427	0	665	266	429	963	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	0.85	0.85	0.85	1.00	0.91	0.91	0.95	0.95	1.00
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	1.43	0.57	1.00	2.00	0.00
Final Sat.:	0	0	0	1610	5	1615	0	2468	987	1805	3610	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.26	0.00	0.27	0.27	0.24	0.27	0.00
Crit Moves:						****	****			****		
Green/Cycle:	0.00	0.00	0.00	0.30	0.30	0.30	0.00	0.31	0.31	0.27	0.58	0.00
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.88	0.00	0.88	0.88	0.88	0.46	0.00
Uniform Del:	0.0	0.0	0.0	31.1	31.1	33.2	0.0	32.8	32.8	34.8	12.1	0.0
IncrementDel:	0.0	0.0	0.0	5.0	5.0	16.3	0.0	8.4	8.4	16.3	0.2	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	36.1	36.1	49.5	0.0	41.2	41.2	51.1	12.3	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:	0.0	0.0	0.0	36.1	36.1	49.5	0.0	41.2	41.2	51.1	12.3	0.0
DesignQueue:	0	0	0	14	0	18	0	27	11	18	24	0

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

Intersection #119 ORE 217 NB Ramp/Allen

Cycle (sec): 100 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: 79 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:	Ovl	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 0 0 1	0 0 0 0 0	1 0 2 0 0	0 0 1 1 0

Volume Module:	>>	Count	Date:	15 Apr 1999	<<
Base Vol:	336	0	227	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	0	227	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96
PHF Volume:	349	0	236	0	0
Reduct Vol:	0	0	0	0	0
Reduced Vol:	349	0	236	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00
Final Vol.:	349	0	236	0	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00
Final Sat.:	3618	0	1615	0	0	0	1805	3610	0	0

Capacity Analysis Module:	Vol/Sat:	0.10	0.00	0.15	0.00	0.00	0.00	0.14	0.19	0.00	0.00	0.43	0.43
Crit Moves:	****			****			****				****		
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.17	0.70	0.00	0.00	0.53	0.53	
Volume/Cap:	0.53	0.00	0.81	0.00	0.00	0.00	0.81	0.28	0.00	0.00	0.81	0.81	
Uniform Del:	37.2	0.0	39.3	0.0	0.0	0.0	39.7	5.6	0.0	0.0	19.6	19.6	
IncrementDel:	0.9	0.0	15.4	0.0	0.0	0.0	14.4	0.1	0.0	0.0	2.8	2.8	
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	
Delay/Veh:	38.0	0.0	54.7	0.0	0.0	0.0	54.2	5.7	0.0	0.0	22.4	22.4	
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:	38.0	0.0	54.7	0.0	0.0	0.0	54.2	5.7	0.0	0.0	22.4	22.4	
DesignQueue:	16	0	11	0	0	0	12	12	0	0	29	14	

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

Intersection #120 ORE 217 SB Ramp/Denney

Average Delay (sec/veh): 50.5 Worst Case Level Of Service: F

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

Volume Module:	>>	Count	Date:	13 Apr 1999	<<
Base Vol:	0	0	0	93	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	93	3
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	95	3
Reduct Vol:	0	0	0	0	0
Final Vol.:	0	0	0	95	3

Critical Gap Module:	Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	

Capacity Module:	Cnflct Vol:	xxxx	xxxx	xxxxx	1550	1627	641	xxxx	xxxx	xxxxx	724	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	127	103	479	xxxx	xxxx	xxxxx	888	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx	112	88	479	xxxx	xxxx	xxxxx	888	xxxx	xxxxx	

Level Of Service Module:	Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	21.3	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	111	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	128.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	F	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				50.5		xxxxxx		xxxxxx		xxxxxx		xxxxxx
ApproachLOS:	*				F		*		*		*		*

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

Intersection #123 ORE 217 NB on Ramp/Scholls Ferry

Cycle (sec): 100 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.3
Optimal Cycle: 73 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module: >> Count Date: 14 Apr 1999 <<. Grid of traffic volume data for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module: Grid of saturation flow data for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Grid of capacity analysis data for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, DesignQueue.

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

Intersection #125 ORE 217 NB off Ramp/Scholls Ferry

Cycle (sec): 100 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 49 Level Of Service: C

Table with 4 columns: Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module: >> Count Date: 14 Apr 1999 <<. Grid of traffic volume data for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.

Saturation Flow Module: Grid of saturation flow data for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Grid of capacity analysis data for Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Uniform Del, IncremntDel, Delay Adj, Delay/Veh, User DelAdj, AdjDel/Veh, DesignQueue.

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

Intersection #129 ORE 217 NB Ramp/Walker

Cycle (sec): 80 Critical Vol./Cap. (X): 0.675
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.1
 Optimal Cycle: 53 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		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	0	0	1	0	1	0	0	1

Volume Module:	>>	Count	Date:	15 Apr 1999	<<
Base Vol:	679	0	85	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00
Initial Bse:	679	0	85	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88
PHF Volume:	772	0	97	0	0
Reduct Vol:	0	0	0	0	0
Reduced Vol:	772	0	97	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00
Final Vol.:	772	0	97	0	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	1.00	0.94	1.00	1.00	1.00	0.95	1.00	1.00	1.00
Lanes:	1.80	0.00	0.20	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3216	0	359	0	0	0	1805	1900	0	1900

Capacity Analysis Module:	Vol/Sat:	0.24	0.00	0.27	0.00	0.00	0.00	0.05	0.30	0.00	0.00	0.23	0.11
Crit Moves:				****				****				****	
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.08	0.45	0.00	0.00	0.37	0.37	
Volume/Cap:	0.60	0.00	0.67	0.00	0.00	0.00	0.63	0.67	0.00	0.00	0.63	0.30	
Uniform Del:	18.9	0.0	19.7	0.0	0.0	0.0	35.9	17.4	0.0	0.0	20.5	17.7	
IncrementDel:	0.7	0.0	1.4	0.0	0.0	0.0	8.9	2.2	0.0	0.0	1.8	0.3	
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	
Delay/Veh:	19.6	0.0	21.1	0.0	0.0	0.0	44.8	19.6	0.0	0.0	22.2	18.0	
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:	19.6	0.0	21.1	0.0	0.0	0.0	44.8	19.6	0.0	0.0	22.2	18.0	
DesignQueue:	22	0	3	0	0	0	4	15	0	0	13	5	

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

Intersection #130 ORE 217 SB Ramp/Walker

Cycle (sec): 80 Critical Vol./Cap. (X): 0.841
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.4
 Optimal Cycle: 80 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	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	1	0	0	0

Volume Module:	>>	Count	Date:	13 Apr 1999	<<
Base Vol:	0	0	0	187	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	187	1
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	204	1
Reduct Vol:	0	0	0	0	0
Reduced Vol:	0	0	0	204	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	204	1

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	0.85	0.95
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	1.00	1.00	2.00
Final Sat.:	0	0	0	1607	8	1615	0	1900	1615	1805

Capacity Analysis Module:	Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.22	0.00	0.27	0.47	0.02	0.30	0.00
Crit Moves:							****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.56	0.56	0.03	0.59	0.00	
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.84	0.00	0.48	0.84	0.84	0.51	0.00	
Uniform Del:	0.0	0.0	0.0	24.9	24.9	27.9	0.0	10.5	14.5	38.8	9.7	0.0	
IncrementDel:	0.0	0.0	0.0	0.9	0.9	13.9	0.0	0.3	7.1	76.0	0.2	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	1.00	
Delay/Veh:	0.0	0.0	0.0	25.8	25.8	41.8	0.0	10.8	21.6	114.8	10.0	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	25.8	25.8	41.8	0.0	10.8	21.6	114.8	10.0	0.0	
DesignQueue:	0	0	0	7	0	12	0	11	17	2	21	0	

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #131 Scholls Ferry/ORE 217 SB on Ramp

Cycle (sec): 120 Critical Vol./Cap. (X): 0.757

Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 31.6

Optimal Cycle: 83 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound

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

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

Control: Split Phase Split Phase Protected Protected

Rights: Include Include Ignore 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 1 0 0 1 0 0 1 1 1 1 0 2 0 0

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Volume Module: >> Count Date: 14 Apr 1999 <<

Base Vol: 0 0 0 90 8 381 0 951 602 202 1128 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 90 8 381 0 951 602 202 1128 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.00 0.93 0.93 0.93

PHF Volume: 0 0 0 97 9 409 0 1020 0 217 1210 0

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

Reduced Vol: 0 0 0 97 9 409 0 1020 0 217 1210 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

Final Vol.: 0 0 0 97 9 409 0 1020 0 217 1210 0

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Saturation Flow Module:

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

Adjustment: 1.00 1.00 1.00 0.85 0.85 0.85 1.00 0.95 0.95 0.95 0.95 1.00

Lanes: 0.00 0.00 0.00 0.92 0.08 1.00 0.00 2.00 1.00 1.00 2.00 0.00

Final Sat.: 0 0 0 1478 137 1615 0 3610 1805 1805 3610 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.07 0.07 0.25 0.00 0.28 0.00 0.12 0.34 0.00

Crit Moves: **** **** ****

Green/Cycle: 0.00 0.00 0.00 0.33 0.33 0.33 0.00 0.37 0.00 0.16 0.53 0.00

Volume/Cap: 0.00 0.00 0.00 0.20 0.20 0.76 0.00 0.76 0.00 0.76 0.63 0.00

Uniform Del: 0.0 0.0 0.0 28.4 28.4 35.6 0.0 32.8 0.0 48.3 19.8 0.0

IncrmntDel: 0.0 0.0 0.0 0.2 0.2 6.1 0.0 2.5 0.0 11.0 0.7 0.0

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

Delay/Veh: 0.0 0.0 0.0 28.6 28.6 41.7 0.0 35.4 0.0 59.3 20.4 0.0

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

AdjDel/Veh: 0.0 0.0 0.0 28.6 28.6 41.7 0.0 35.4 0.0 59.3 20.4 0.0

DesignQueue: 0 0 0 4 0 19 0 46 0 13 41 0
